N.W.P.R.R.

T 3

TRANSIT BOOK

14.113.0026

NORTHWESTERN
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Sausalito, Calif.

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2821+99 5 Nail in tie

2988+48 3 ~~Pt Sw~~ Fulton Yard

Y & E Co Spur

Padlock old.

Now

or Weston

Trestle ✓ 95-D		55.
Healdsburg ✓ Sherrief Bros. Proposed Spur + X sections for		56
Finlayson - Oliveto	New Spur Location for J.E. Miller.	57
Healdsburg. ✓	Cross Sections.	58
Hogans Cut. ✓	Progress Lines	59-61
" "	Levels over H.B.C. Line ✓	62

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Chianti	–	" "	"	34
Asti	–	" "		35 - 39
Icaria	–	" "	Plotted	40
Picta	–	" "	Plotted	41 - 42
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Clemhorst.	–	" " = Spur =	"	45
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Geyserville		Station Plan.		29 - 32

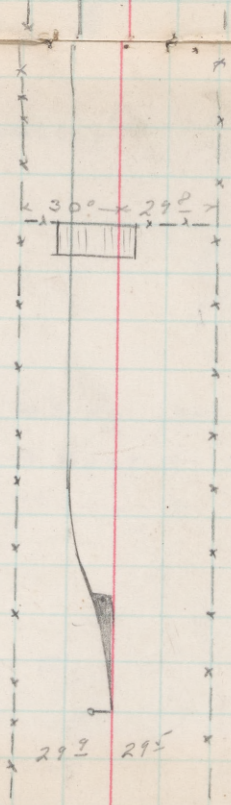
2998

2997 $+34\frac{2}{}$ $+21^{0}$ } Cattle Guard 56-G

2997

2989 +30 Pt Frag.

2988+18 $\frac{3}{}$ Pt. Sw.



Fulton Station Plan. Oct. 25-1912 (1)

3000 +78 7 fence.

3000 +43 4 Int fence & Crossing Sign

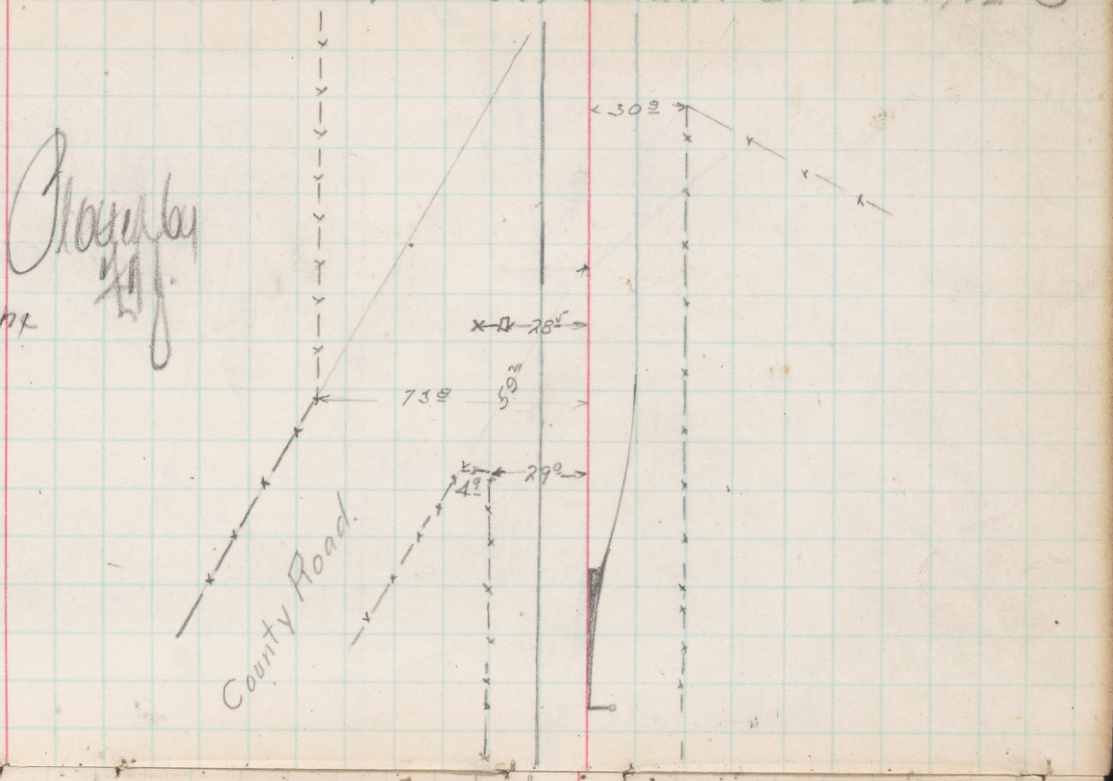
3000 +25 2

3000 +05 0 fence

2999 +95 3 fence

2999 +64 3 Pt Frog.

2998 +84 5 Pt Sw.



3004

3003+83' Pt Frog

3003+56± Mark West Springs (Stage Platform)

3003+51± Pt Frog.

3003+43° Power Line Pole Lt. 68° ft.

3002+68± Pt SW

3001+44° Power Line Pole. (68° f. Lt.

3001+37± Box 56 D 2X4'

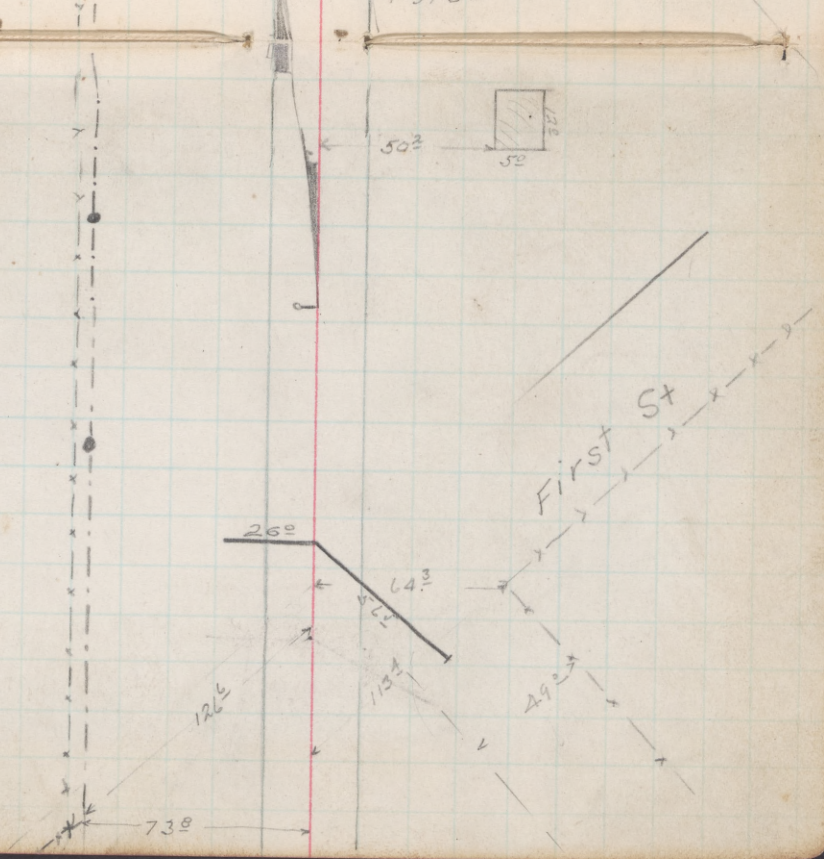
3001+31± fence

3001+16± fence Angle

3000+92± Box 56-D 31 Ft.

3000+33±

3000+05° fence.



Fulton.

Oct 25-26-1912 (2)

3007 +71.5 Pt Frog. Left.

3007 +13.6 Oil Col.

3006 +95.2 { Pt Frog At 18 ft. / Pt Sw. Lt.

3006 +92.2 Water Col.

3006 +86.3 fence At. Lt.

3006 +32.4 Pt Sw. At 18 ft. (Stub)

3005+ 95.14 B.C. A°34' Lt. =

Glover 64 11-6 25

Gurn. Br.

3+29.7 B.C. A°34'

60.2

8°

13°

107.4

44°

39.4

92.8

Platform

24.3

Depot

36.5

Rail Gate

C. St.

3005 +48.2 Toilet.

3005 +36.7 Gas House.

3005 +23.2 fence.

+74.5 fence. Power Line Pole. Lt 68.2 ft

54.2

41.2

72.4

18°

34.4

3004 +57.6 Pt Swx. 13° ft Left.

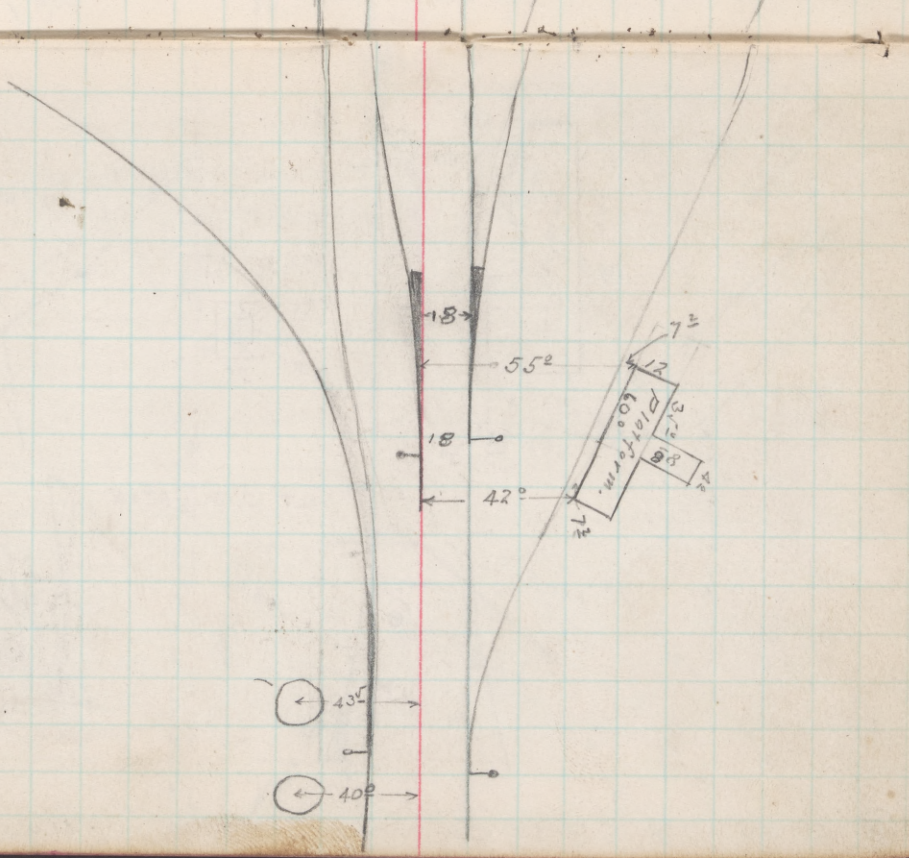
3004 +17.5 West Line Depot.

3004

3003+ 83' Pt Frog

1

3008+41.2	Pt Frog.	
3008+44.7	Pt Frog. At 18° ft	
3008+22.0	Platform	
3007+81.3	Pt Sw. At 18° ft (Stub)	
3007+63.7	Pt Sw.	
3007+62.0	Platform.	
3007+14.0 ℄	Oil Tank.	r = 12.2
3006+79.2 ℄	Water Tank	r = 10



Fulton.

3012+31 End Scales.

+94 House.

3011+79 Scales.

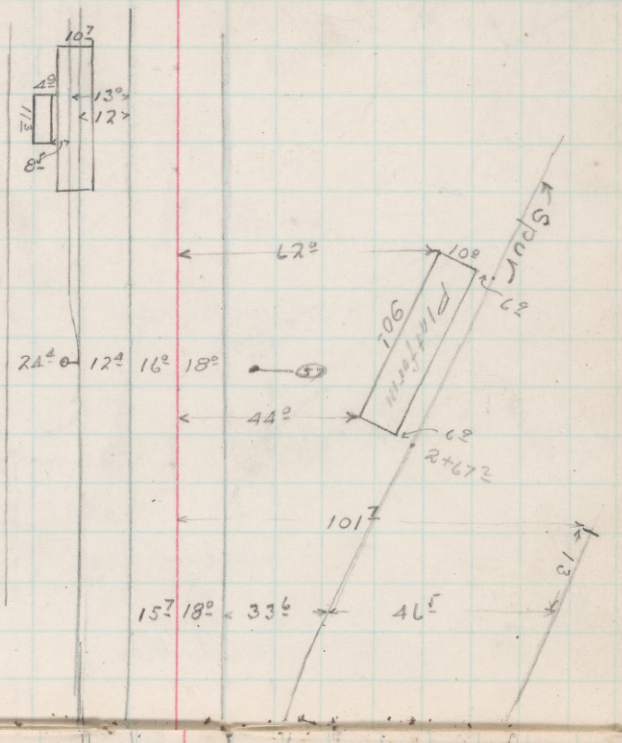
3011+37 Platform.

3011+18
3011+04 Mile Post 57.

3010+47 Platform.

+12 End Spur.

3010+00



3015

3014

3013+46.0 { Power Line Pole 44.5 Lt
Fence 37.5 Lt.

3013+20.6

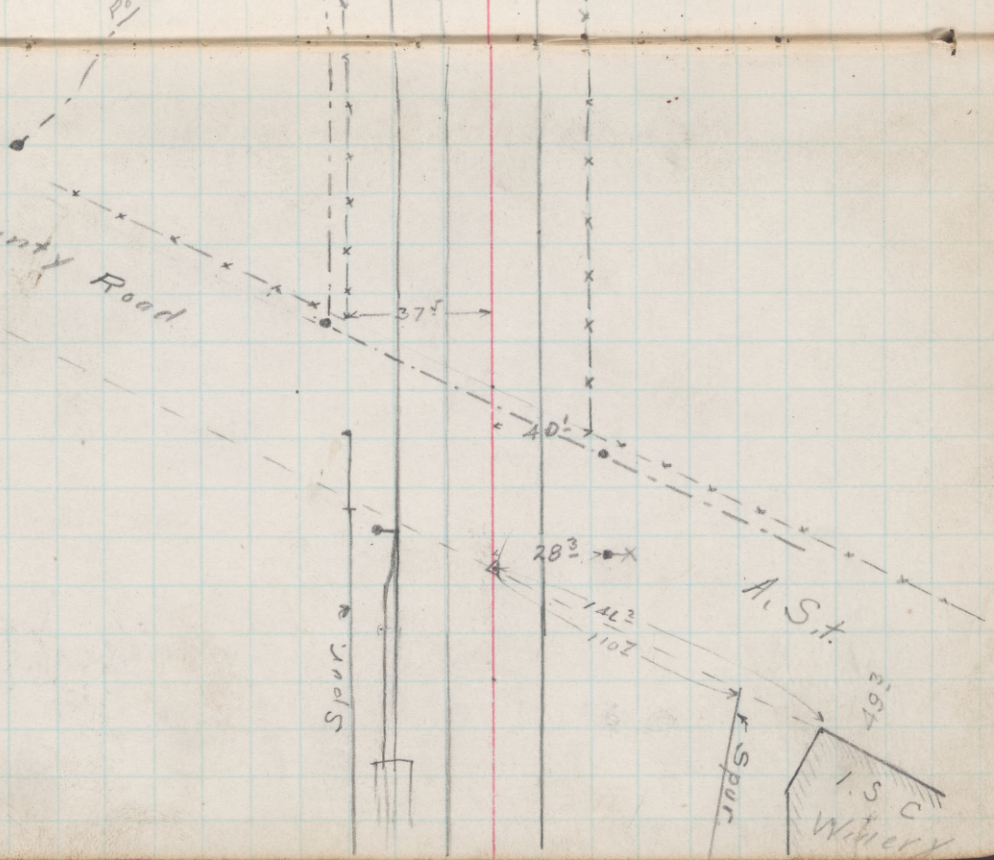
3013+03.3 End Spur on Left 52.5

3012+88.1 Power Line Pole Rt. 40.4

+75.4 Pt Sur. Scales. Stub

+59.2 Crossing Sign.

3012+58.9 △ Set by J.E.W. Pt. of Beg.



3019+63 Pt Sw.

3018+81 Pt Frog.

3018+01 Pt Sw Stub. 13° Lt.

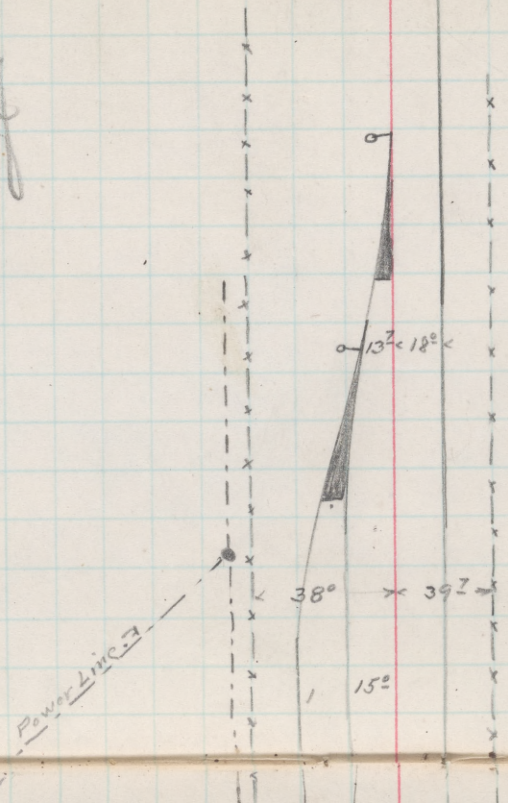
3018

3017 +38 Pt Frog.

+21 Power Line Pole. 44 ft Lt.

3017

3016



3021+01 4 Trestle S.T.-A.

3020+92 5

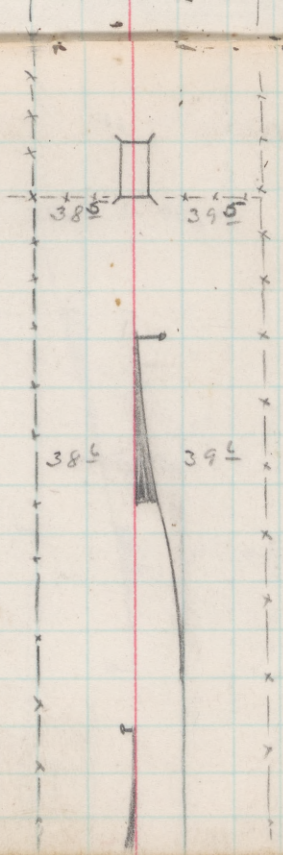
3020+68 8 Pt Sw

3020

3019+80 3 Pt Frog

? +63 8 on page (A)

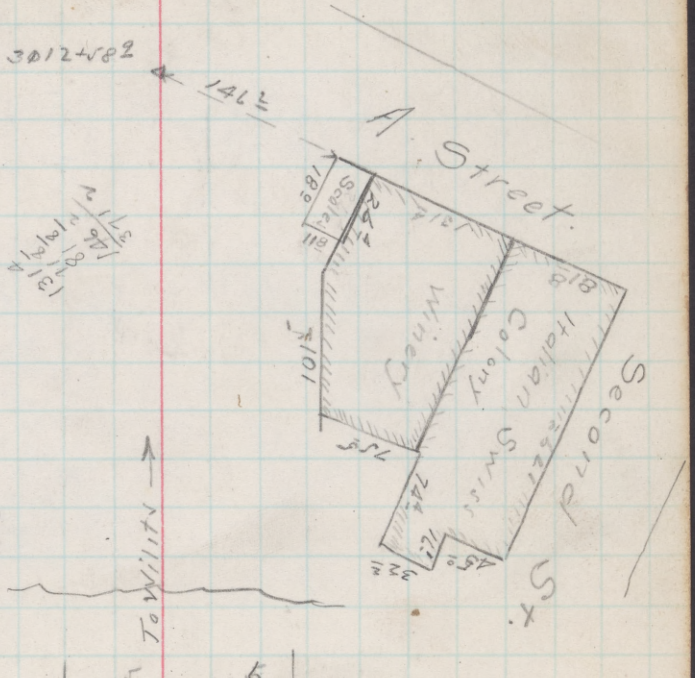
3019+36 4 Pt Sw.



Fulton

Oct 25-1912

(5)



plotted by 146

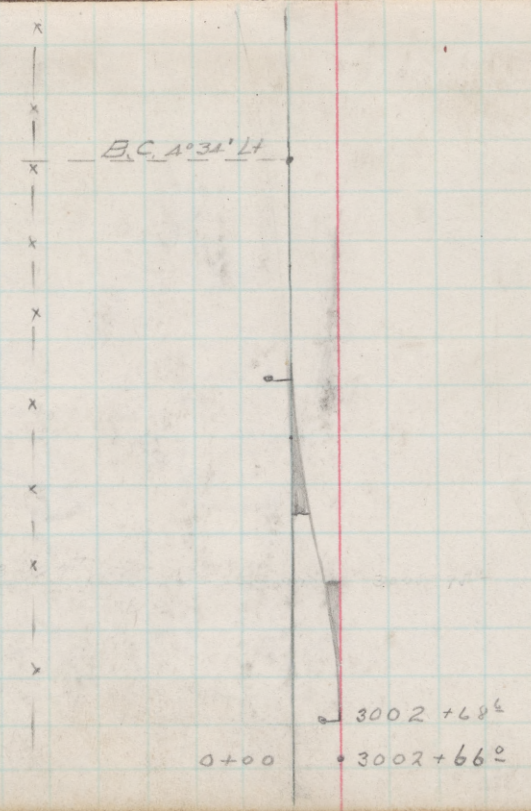
3022

3+29.7 B.C. 4°34' Lt.

1+92.0 Pt Sw.

0+02.6 Pt Sw.

0+00 = Guernevile Br = 3002+66.0 Main Line.



Fulton

Oct 26-1912. (6)

6+17½ Pt Prog.

6+00 fence Ft Lt.

+43¼ Pt Sw.

+43° End Spur

5 +47⅝

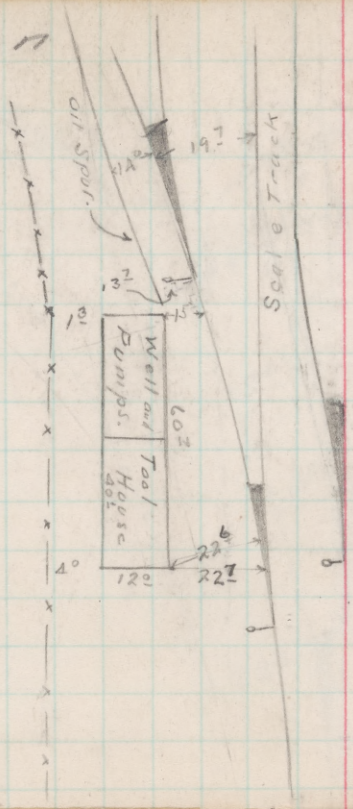
5 +05½ Pt Frog.

5+00

+81½ L

Δ+79½

Δ+31½ Pt Sw.



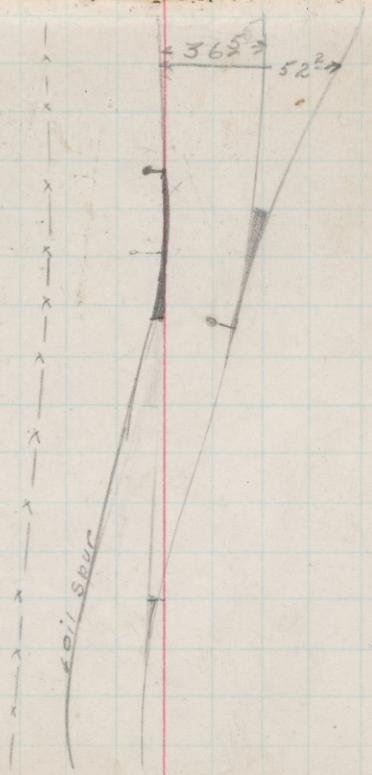
8+00

7+91 7/8 Pt. Sw. Oil spur

7+43 1/4 Pt. Frog Rt.

7+17 2/8 Pt. Frog.

6+80 1/4 Pt Sw. & Rt.



Fulton.

Oct 2 - 1912 (7)

Drawn by

11+44½ Cent Turn Table. (55' Dia)

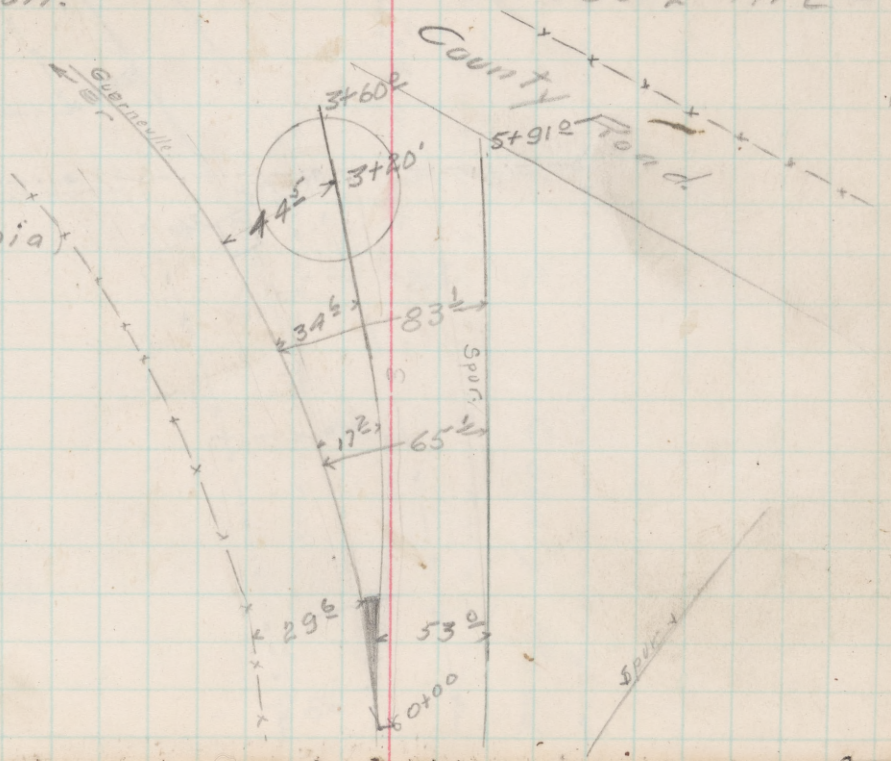
11+00

10+00

9+04½ Pt Frog.

9+00

8+80½ Pt Sw.



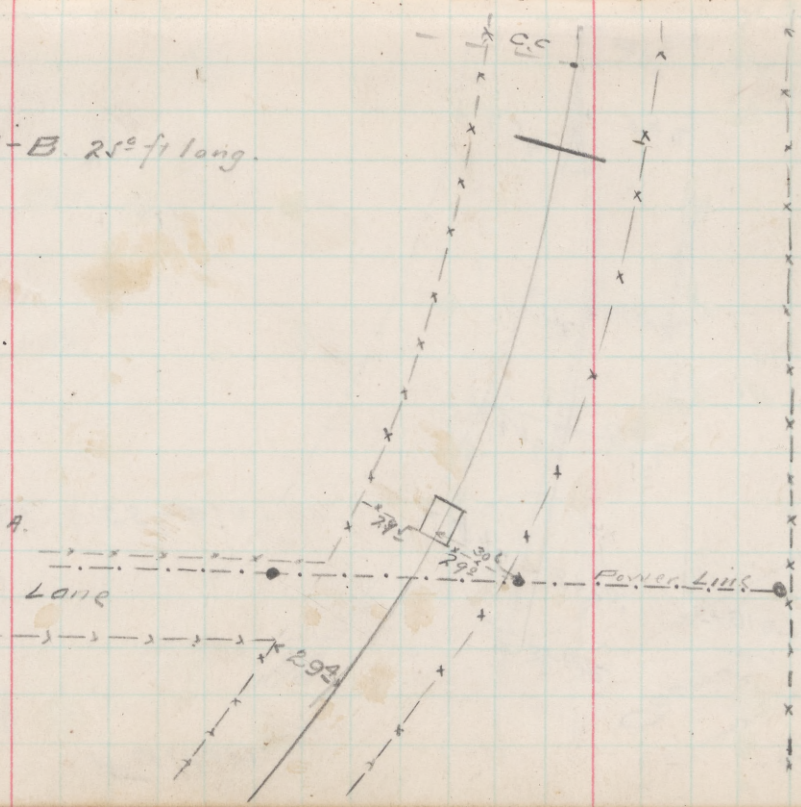
14+41½ C.C. T. 9.

13+70 1 x 2 Box x 57-B. 25½ ft long.

13

12+04½
11+96½ } Cattle Guard 57-A.

11+91 P.I. fence Lt.
11+82½ fence Lt.
11+70½ P.I. fence Lt.
11+63½ fence Lt.



Fulton.

Oct 26-1912

Level 64
Sight 21

To Guernsville

29± 26.7 28.5

E.C.

County Road

16+81.9 E.C.

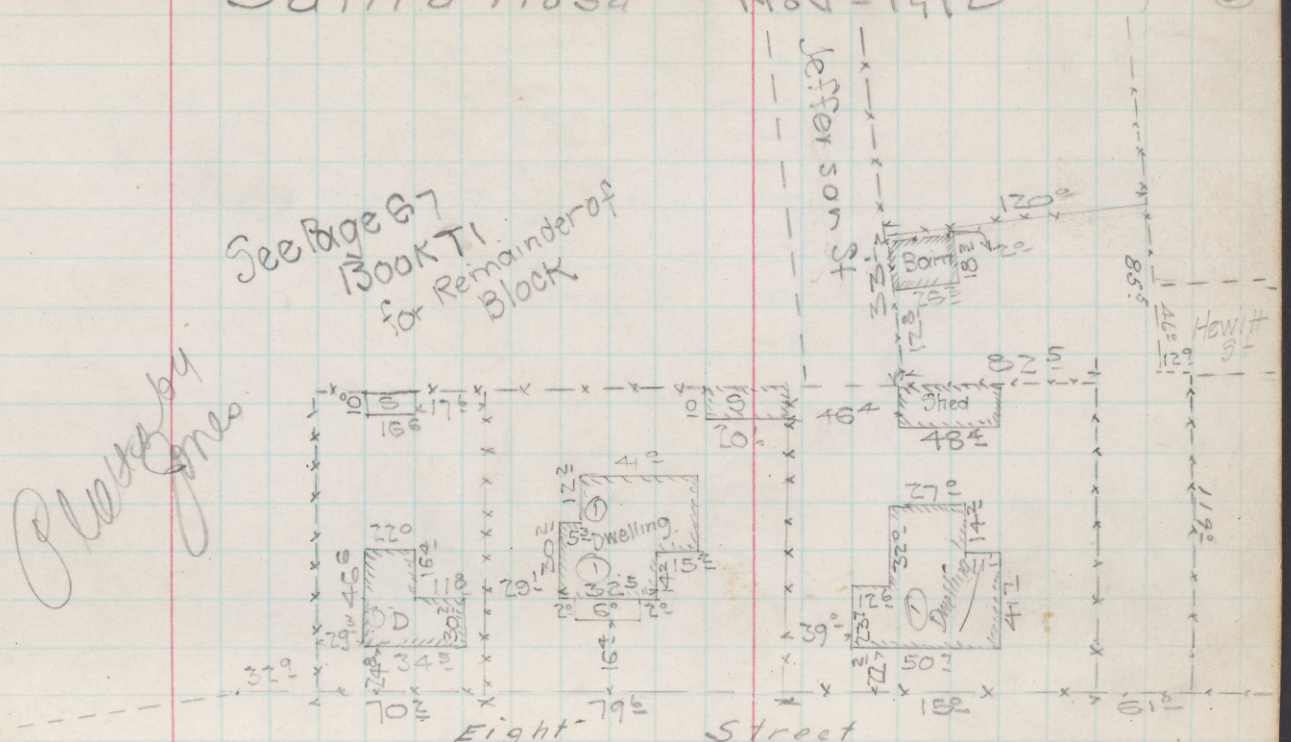
16+56.2 Yard Limit Sign 10.2 ft Lt.

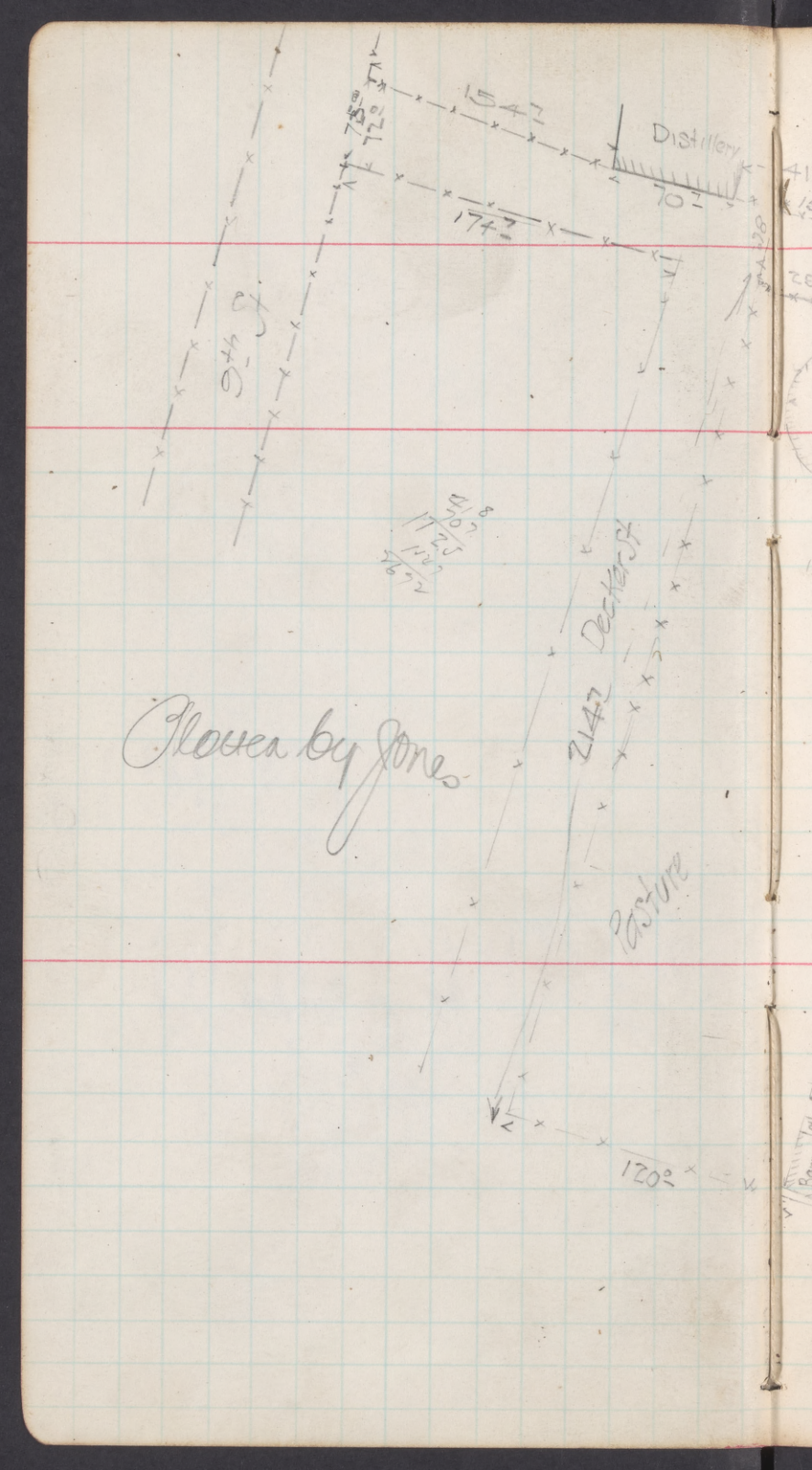
16

15

Pierce St
Boyce St
Orchard
Dwelling
Barn
Shed
Garage
3+ Fence
6'- Encroach

Santa Rosa Nov - 1912

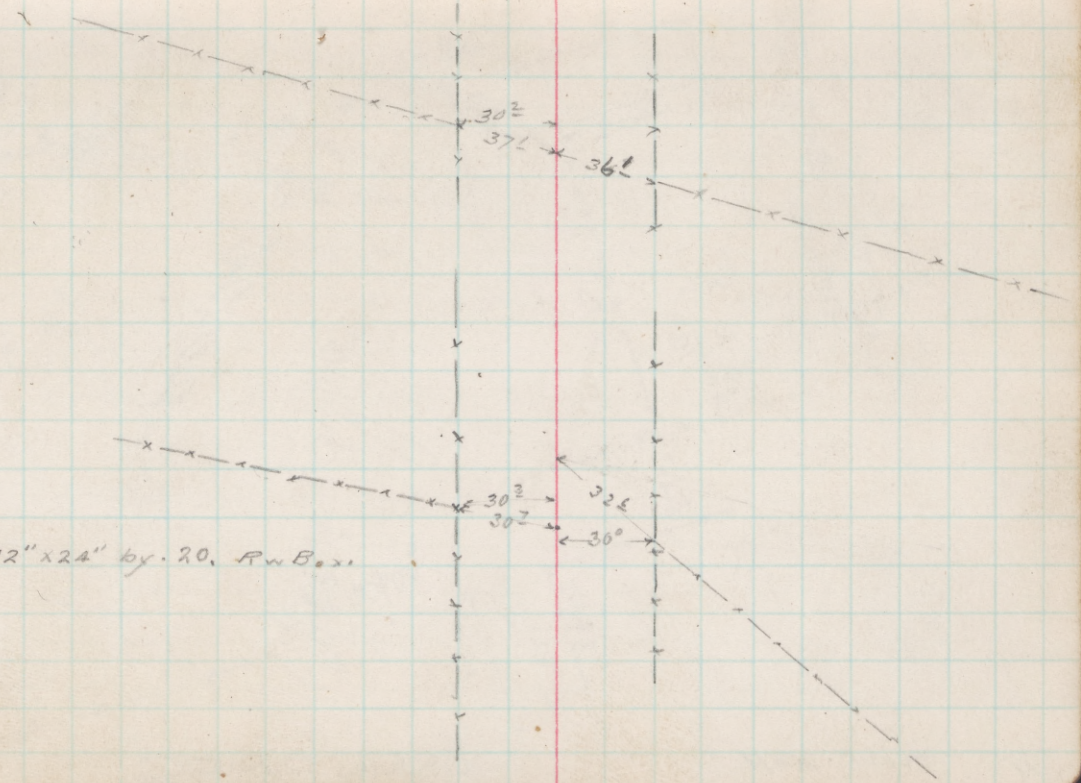



154.7
Distillery
70.7
174.7
9th
Flowers by Jones
2147 Dexter St
Gasoline
120°

Santa Rosa Nov. 1912 (10)

2836+14 RA to fence.

2835+93 fence.



2827 +30 3/4 fence.

+29 RA to fence.

2827 +24 4/4 fence.

2827+22 Box 53-E 12"x24" by .20. RW Box.

+19 RA to fence

2822+00

+46.5 Cattle Gard
2851 +44.7 Fence 54-B.
+38.5 Cattle Gard

2851 +21.2 Concrete Crossing Signs 15ft. Rd

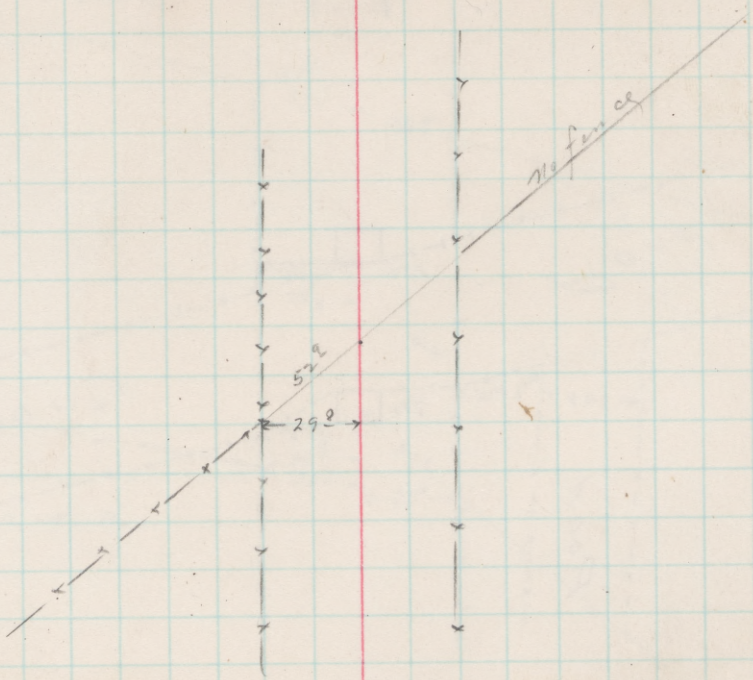
2851 +14.4 Rt. Ang. to fence. Left.
+95.3 fence. 36° Ec
+89.9 Cattle Gard
+81.2 Catt. Gard. 54-A.

2850 +72.5 Mile Post 54.

2843+77° Duble 24" Concrete Pipe 25° long. 53-F.

2858+05± fences.

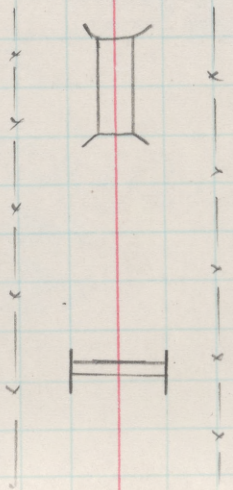
2857+60± R.A. to f.



+84 Q

Trestle. 54-D

2863+24 Q



2860+89 S Duble 24" Con Pipe 25 ft long. 54-C

2877+31 S

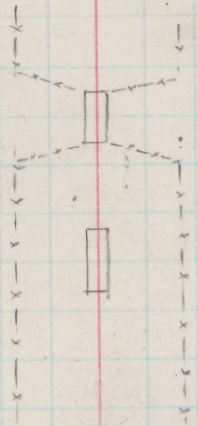
2877+01 S

Ball. Deck Trestle 54-F.

+53 A

Ball. Deck Trestle 54-E

2875+22 S

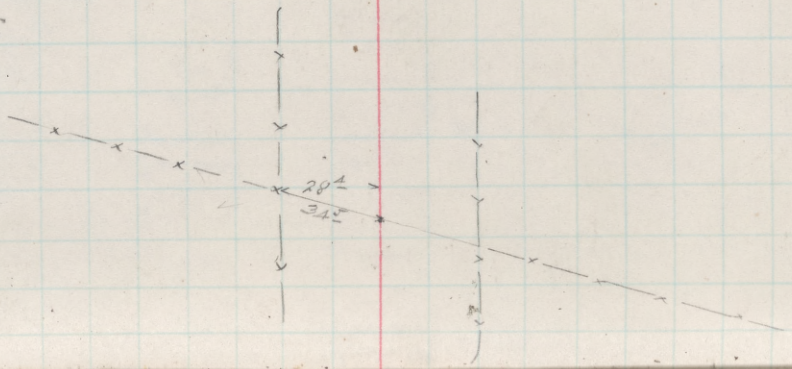


2907+38 1'x4' Rw Box. 18°ff. 55-A

Double Box

2903+57 Mile Post 55

2890+92 Double 24" Concrete pipe long 54-G



+85 Rt. Ang. to.

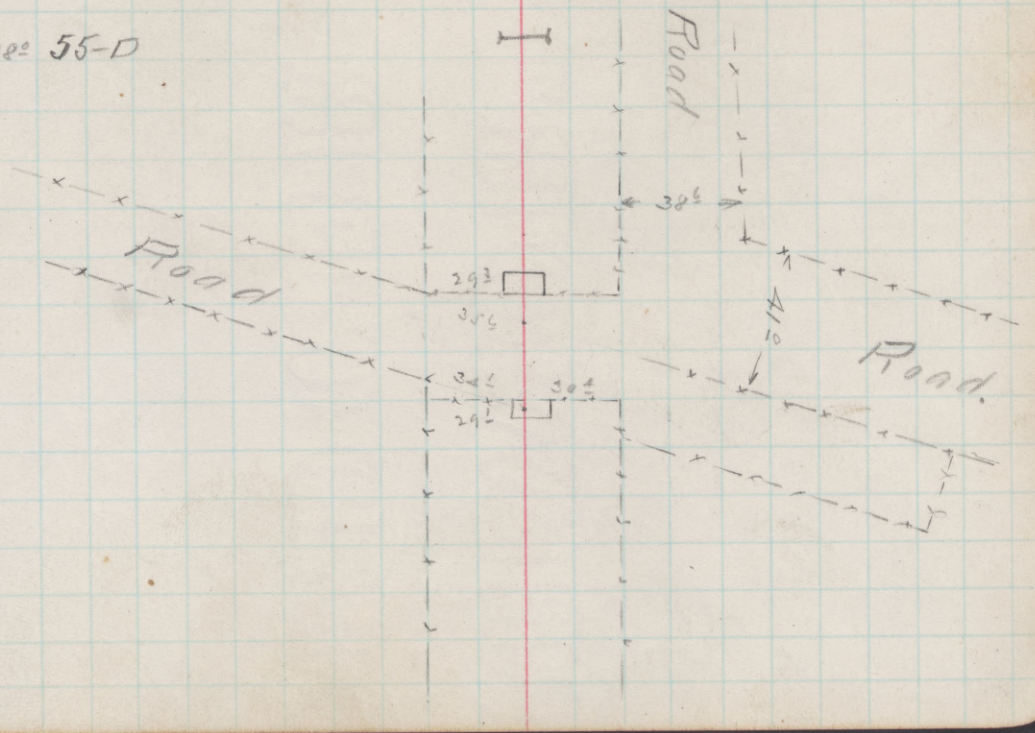
2883+66 Fence

2916+[illegible] Box RW 2' x 1' x 18" 55-E

2919+36 Box RW 1' x 1' x 18" 55-D

+52 Cattle Guard 55-C
+44 Cattle Guard
2915+24 fence.

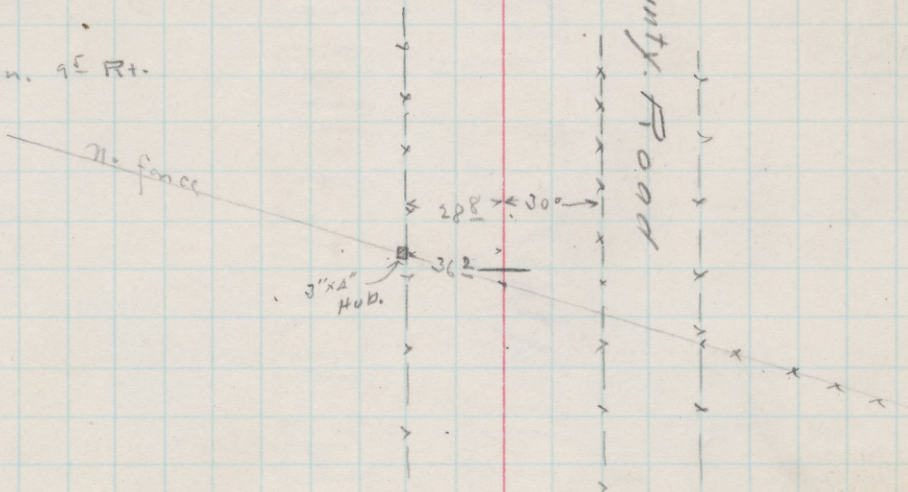
2914+90 Cattle Guard
+89 fence 55-B
+82 Cattle Guard



Santa Rosa to Fulton.

2950 + 02½ Sign 1 Mile Fulton. 9½ Rt.

2947 + 47½ R+A. to fence.
2947 + 28⅜ Box × 2' × 1' × 18' 5 V. G.
2947 + 25⅝ fence



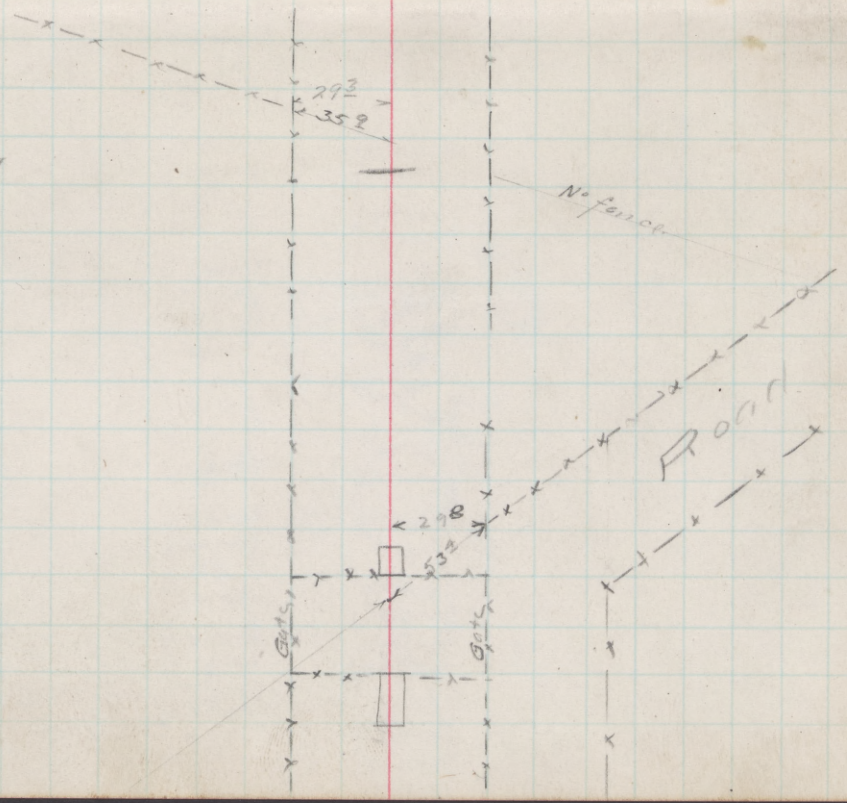
2929 + 14⅜ Con. Pipe 55 F (Full of water)

2926 + 65 Box RW 2' × 1' × 18 55 F

Yard Limit Sign Rt. 13 -

2961 +29 Rt. A. to fence.
2961+09 fence.
2961+09 Box 1'x2' Rw. 18ft. 55-J

2953 +00 Rt A to fence.
+82.5
+74.5
2952 +55.9 fence
2952
2951 +99.5
+91.5 } Cattle Gard 55-H

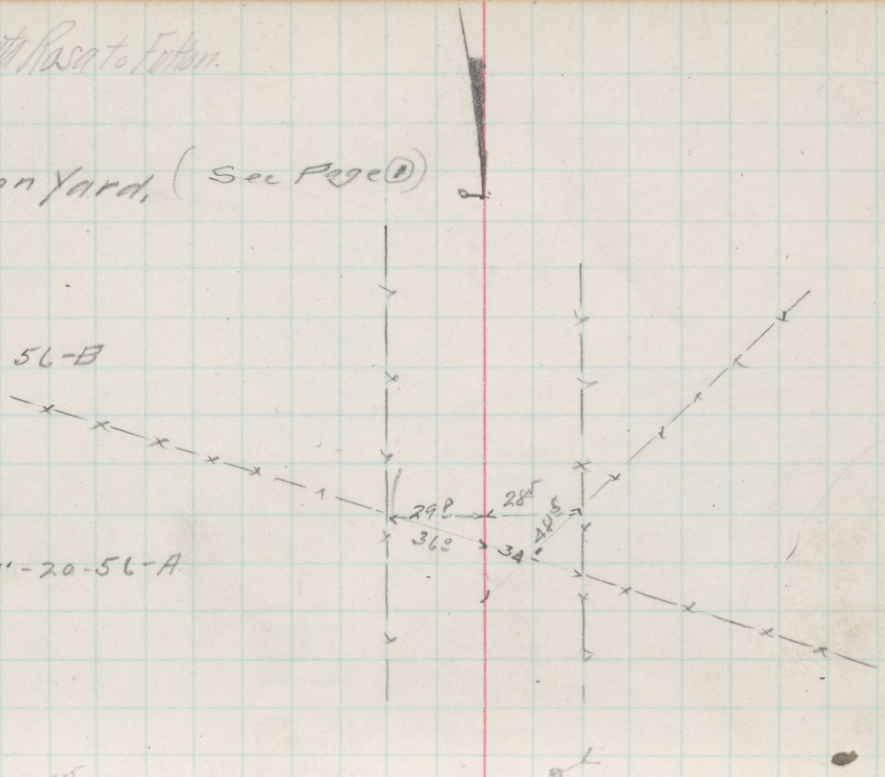


Santa Rosa to Fulton.

2988+48 = Pt Sw ⊥ 56 Lap
2987+91 = Pt Sw. ⊤ Fulton Yard. (See Page 16)

2986+11 Box 1'x2'x20 RW 56-B

+87 A+A Ft.
2980 +79 A+A Lt
+59 fence
+59 Box RW Dbl-2'x1'-20-56-A
+48 fence Ft.



2974+67 Yard Limit Sign Ft. 15

A1 L1

$0+45^{\frac{1}{6}}$		$\frac{-15^{\frac{5}{5}}}{40}$	$\frac{-9^{\frac{3}{5}}}{25}$	$\frac{-5^{\frac{0}{5}}}{12}$	$\frac{-5^{\frac{0}{5}}}{00}$	$\frac{-5^{\frac{2}{5}}}{12}$	$\frac{-11^{\frac{5}{5}}}{30}$	$\frac{-14^{\frac{5}{5}}}{40}$
$0+30^{\frac{4}{5}}$			$\frac{-9^{\frac{4}{5}}}{50}$	$\frac{-9^{\frac{2}{5}}}{25}$	$\frac{-9^{\frac{3}{5}}}{00}$	$\frac{-11^{\frac{4}{5}}}{12}$	$\frac{-13^{\frac{2}{5}}}{30}$	$\frac{-14^{\frac{5}{5}}}{42}$
$0+14^{\frac{5}{5}}$	$\frac{-9^{\frac{3}{5}}}{50}$		$\frac{-9^{\frac{2}{5}}}{12}$	$\frac{-8^{\frac{9}{5}}}{00}$	$\frac{-11^{\frac{2}{5}}}{12}$	$\frac{-13}{30}$	$\frac{-15}{42}$
$0+00$	$\frac{-9^{\frac{5}{5}}}{39}$	$\frac{-10^{\frac{6}{5}}}{24}$	$\frac{-40}{9}$		$\frac{-4^{\frac{0}{5}}}{00}$			

106-A.

Jan 10-1913

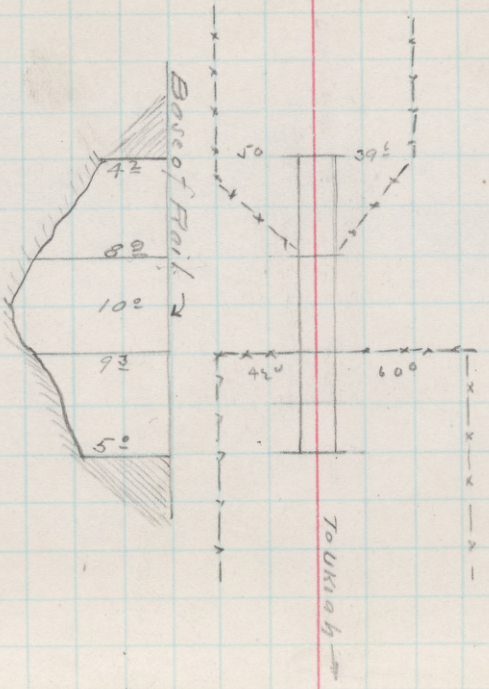
0+00

0+14 6/

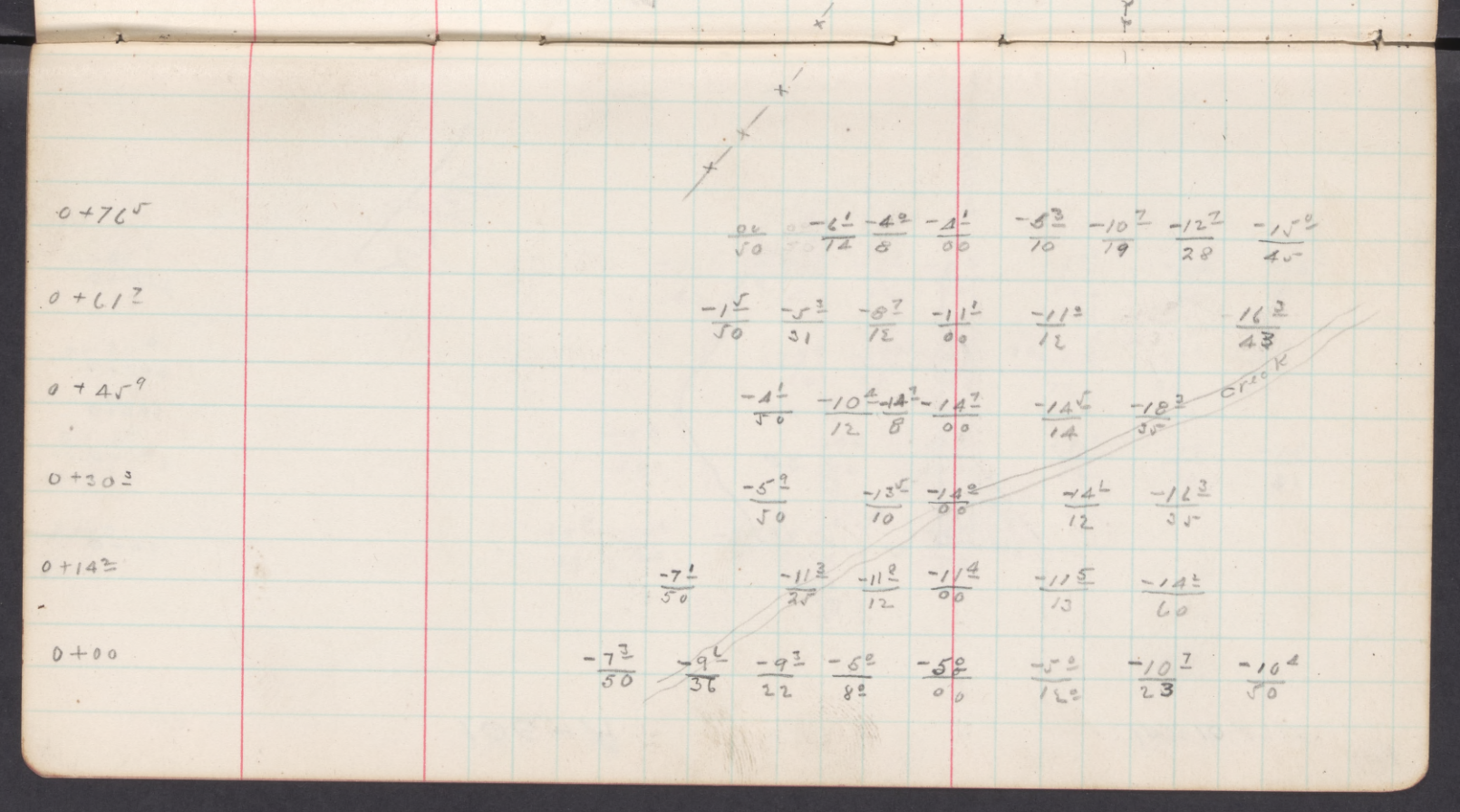
0+20 6/

0+30 4/

0+45 6/

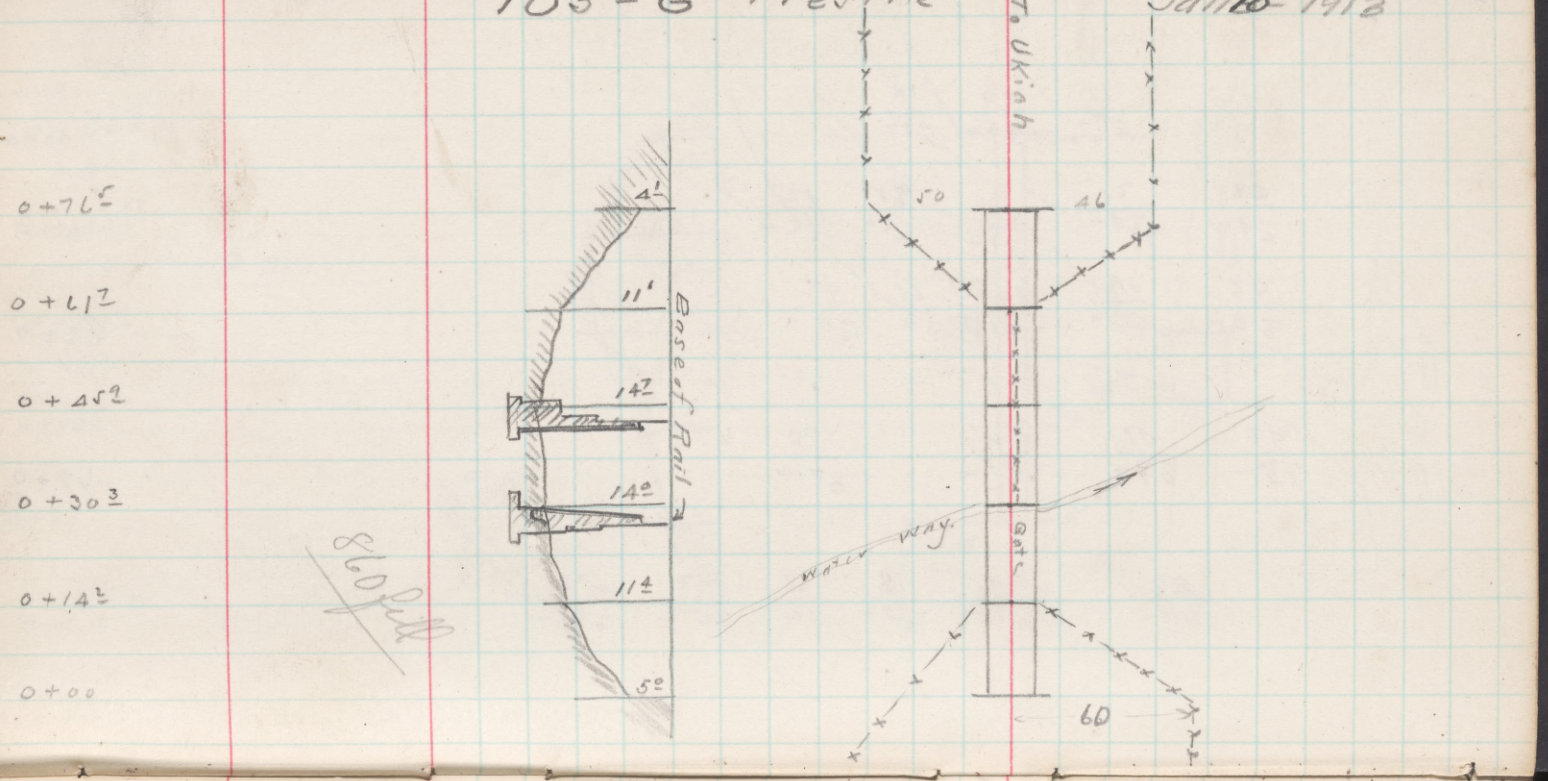


250 Fill


0+76
0+61
0+45
0+30
0+14
0+00
Circle K

105-G Trestle

Jan 10 1913



0+59

$$\frac{-13^{0}}{3\sqrt{-}} \quad \frac{-13^{5}}{22} \quad \frac{7^{0}}{12} \quad \frac{-5^{2}}{8} \quad \frac{-4^{7}}{00} \quad \frac{-4^{0}}{38}$$

0+49

$$\frac{-14^{0}}{30} \quad \frac{-14^{6}}{00} \quad \frac{-6^{0}}{18} \quad \frac{-5^{3}}{28}$$

0+38

$$\frac{-8^{7}}{20} \quad \frac{9^{0}}{15} \quad \frac{14^{6}}{10} \quad \frac{14^{6}}{00} \quad \frac{-8^{0}}{80} \quad \frac{-9^{0}}{20}$$

0+19

$$\frac{-3^{7}}{25} \quad \frac{-3^{2}}{16} \quad \frac{-6^{5}}{00} \quad \frac{-8^{9}}{12} \quad \frac{-8^{7}}{20}$$

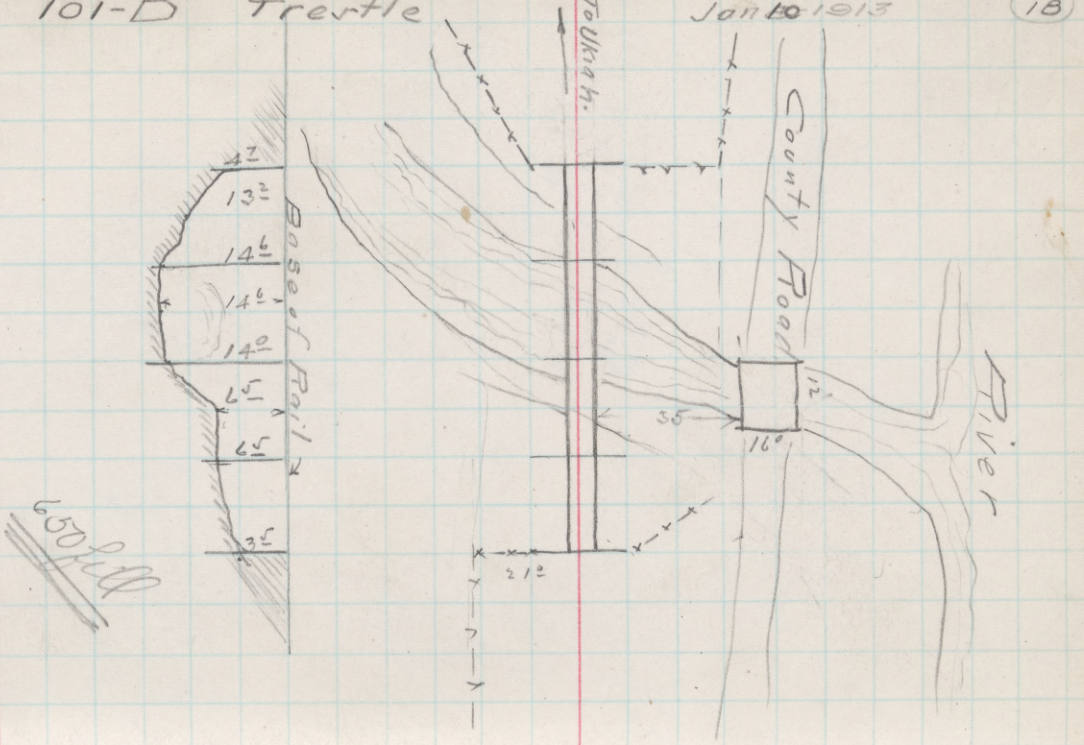
0+00

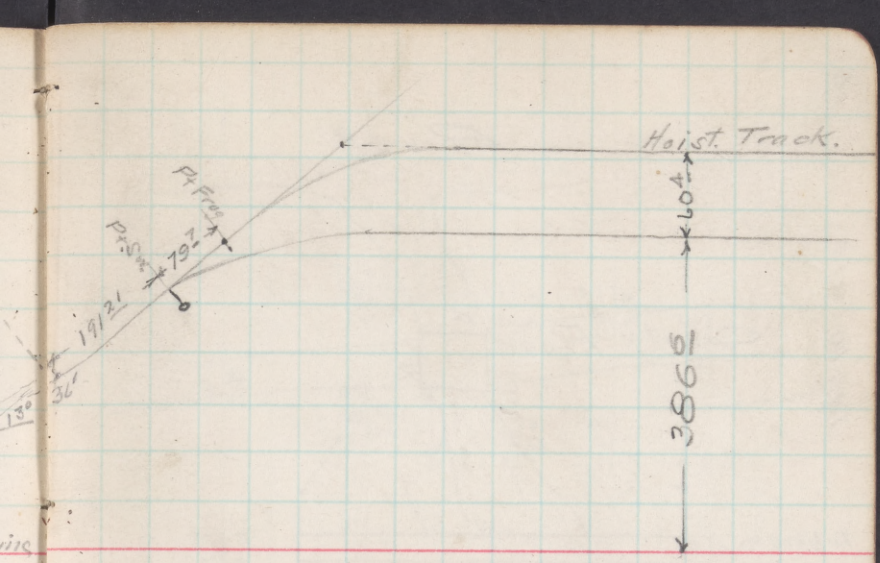
$$\frac{-5^{4}}{21} \quad \frac{-3^{5}}{00} \quad \frac{-4^{7}}{16} \quad \frac{-3^{5}}{32}$$

101-D Trestle Jan 10 1913

0+59½
+49½
0+44½
0+38 ℄ Creek
0+29½
0+19½
0+13½

0+00

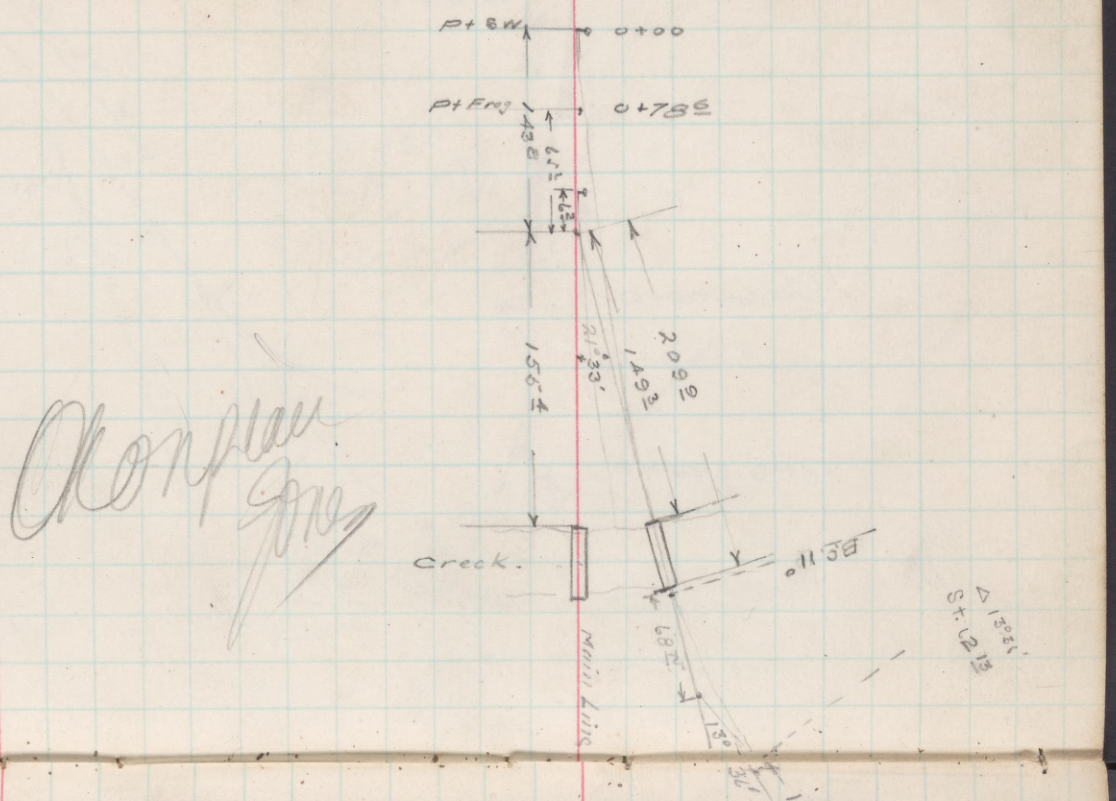



Hoist. Track.
40'
3865
Pt Prod
Pt Prod
19'
19'21
36'
180°

Willits Yard

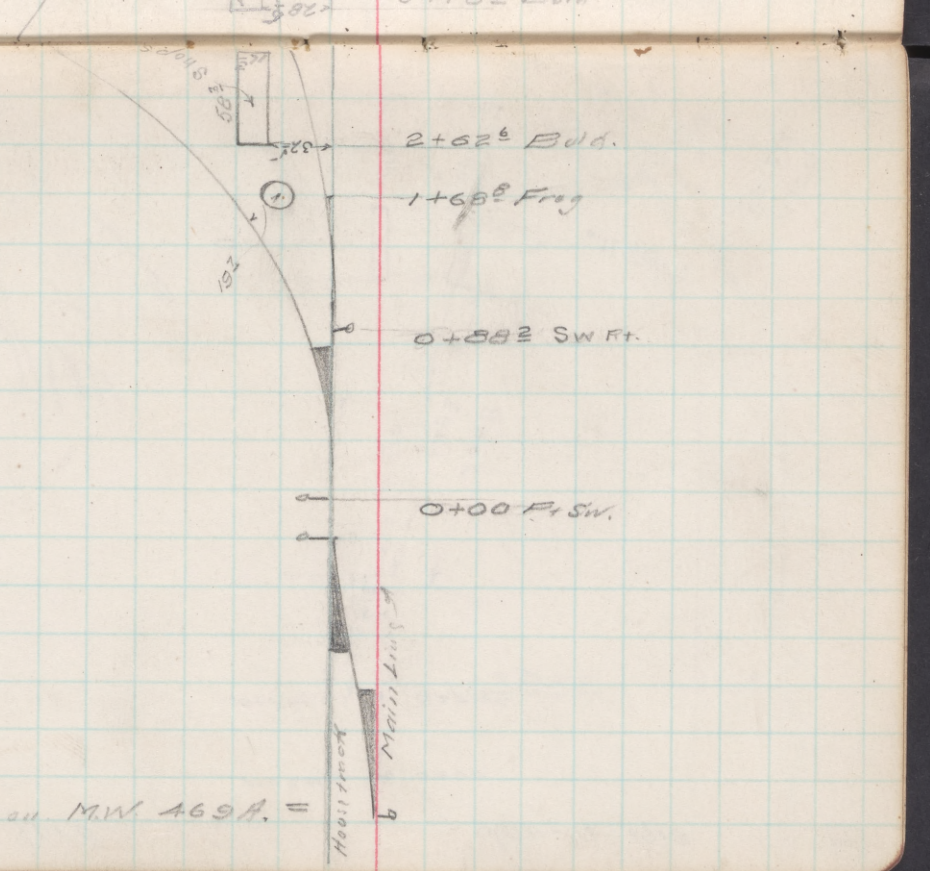
Jan-11-1913

19

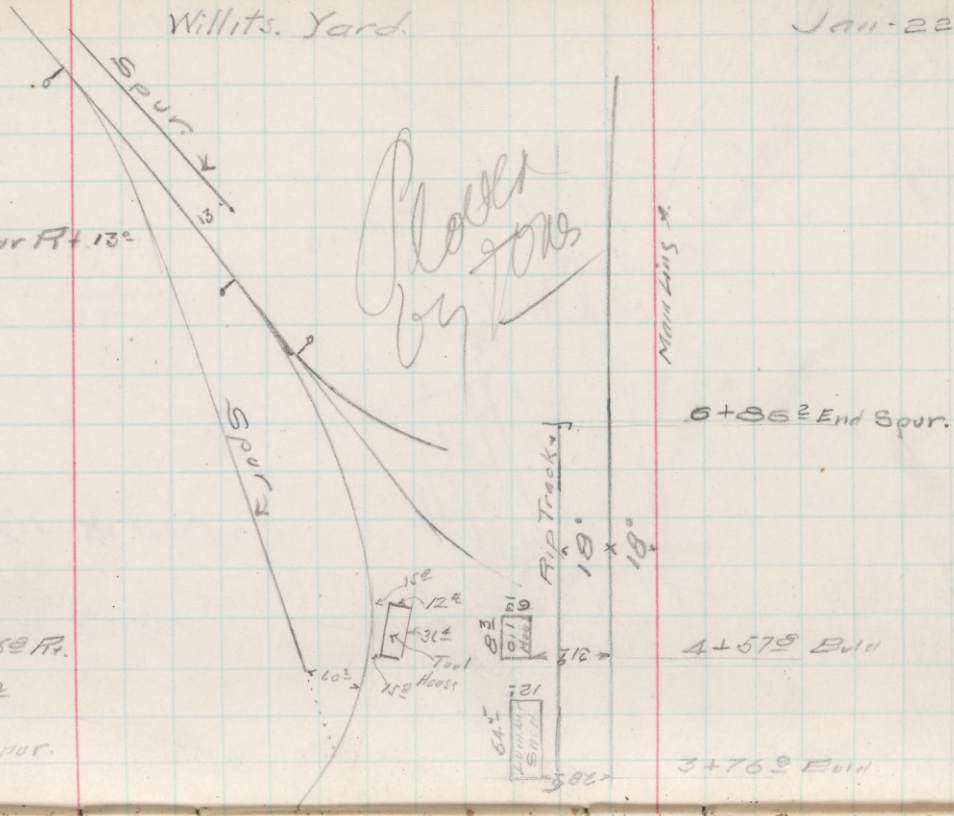


4+88 ℄	℄ Water Tank ✓
2+75 ℄	Pt Frog.
2+47 ℄	Pt Sw.
2+32 ℄	Pt Sw
1+53 ℄	Pt Frog.
0+78 ℄	Pt. Frog.
0+00	

728+61 ℄ Pt Sw. Crossover as on M.W. 469A. =



Willits. Yard. Jan-22-1913. 20



11+82.5 End Spur Rt. 13°

11+03.2 Pt Sw.

10+21.3 Pt Frog.

6+86.2 End Spur.

7+92.9
7+56.1 } Toolhoose 15° Rt.

4+57.9 Bald

5+47.2 RA. 60°

5+04.4 R.L. of Spur.

3+76.2 Bald

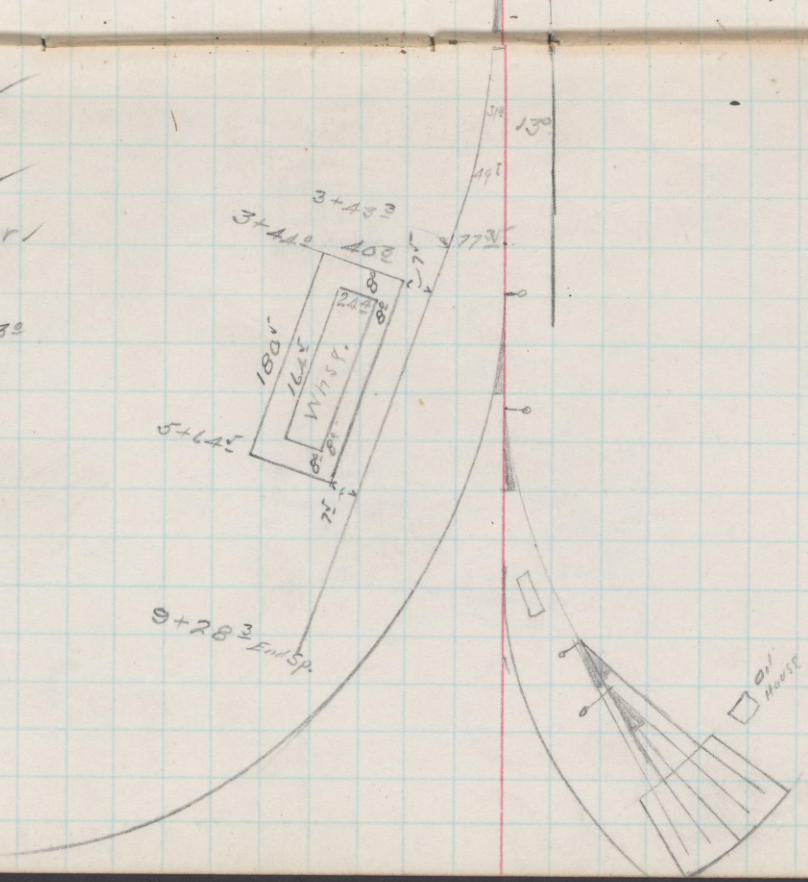
15+33 Pt Frog

14+00 31° Rt to Spur

13+50 42½ Rt to Spur

12+81 PA 77 35 Lt ℄ Spur

11+82 End Spur Rt. 13°



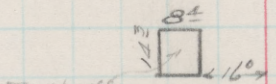
Willits Yard

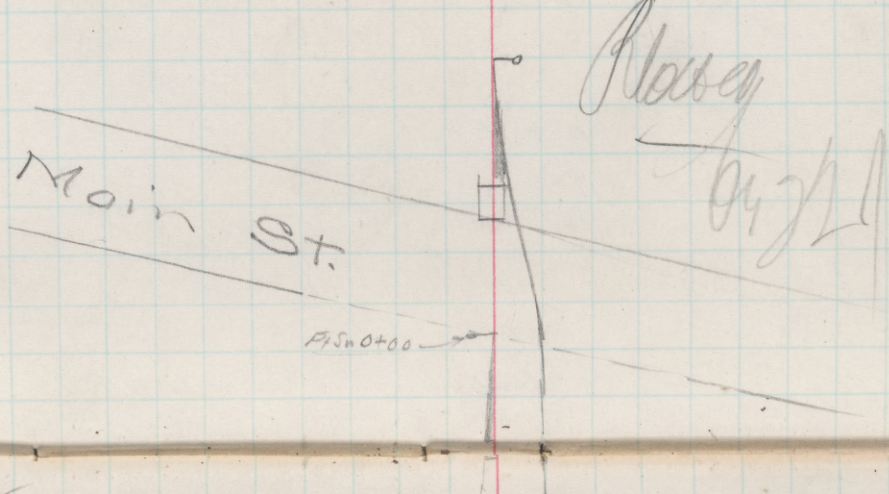
Jan 22-1910

(21)

22+00	J.E. Williams
18+64.7	Tool House
18+08.7	Pt Sw.
17+28°	Pt Frog.
17+15.2	
17+07.8	Cattle Gard.
16+13.5	Pt. Sw.
16+13°	Street Line
15+33°	Pt Frog

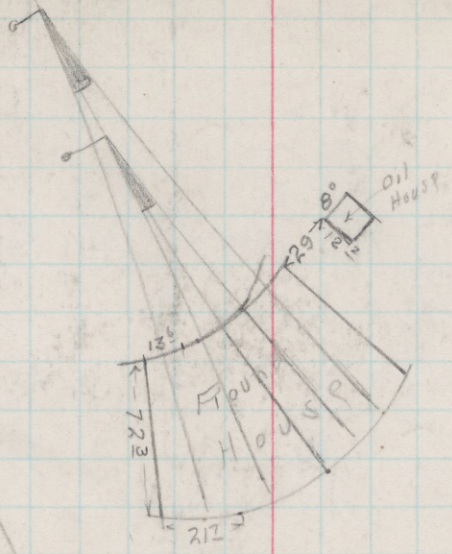
Section 22





Alder
04/21

3+79 5	3th Stub Sw.
4+18 5	Croch Frog.
4+43 2	Frogs.
4+78 9	3Th Stub Sw.
5+17 8	CrochFrog
5+42 5	Frogs.
6+16 3	fase of R.house
6+88 2	back of R house.

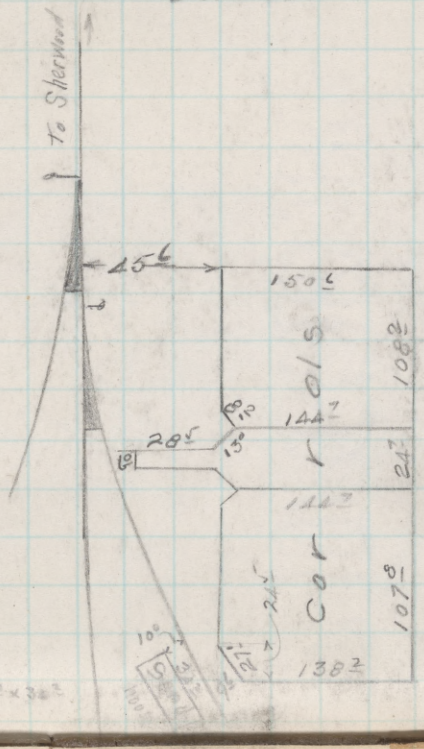


Willits Yard

Jan-22-1913

F.H.G. - A.E.B. - P.L.B.

11+03	P+8w =
0+00	
0+84	Corral
1+03	P+Sw
1+84	Frog.
2+04	Corral Sch. & L+
3+00	Sand house. 10 Ft. 12' x 32'
3+32	



Chas. Mc Jones

3+00 E.C.

+50

2

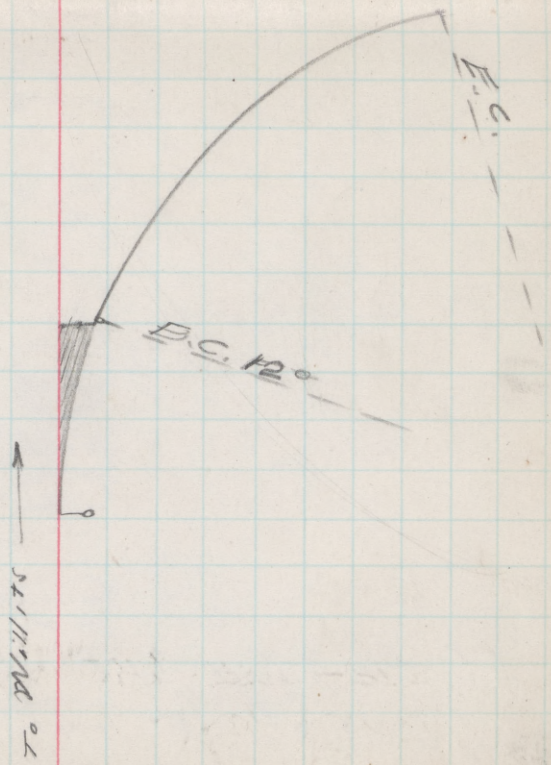
+50

1

+50

0+00 B.C. 12°

6976+00± Pt. Frog. #9



Major. Spurs

Jan-21-1913.

Mile and 1/4 East. Ridgewood. A.H.G.~A.E.B.~H.B.

	Rod	Grade Rod.		
0+00	4 9	5 5	Cut.	0 6
+50	3 16	5 75	"	2 29
1	4 08	6 00	"	1 62
+50	5 71	6 25	"	0 54
2	6 18	6 5	"	0 3
+50	7 50	6 75	Fill	0 75
3	8 44	7 00	"	1 88

East of Healdsburg.

Wire Crossings.

F.H.G. - A.E.B.

3591+03 ℄ E.C.

Old. L & P. Co.
3 Power Wires H.W. 25°
2 - Telephone Wires H.W. 20°
L. Hicklin - Rural Line

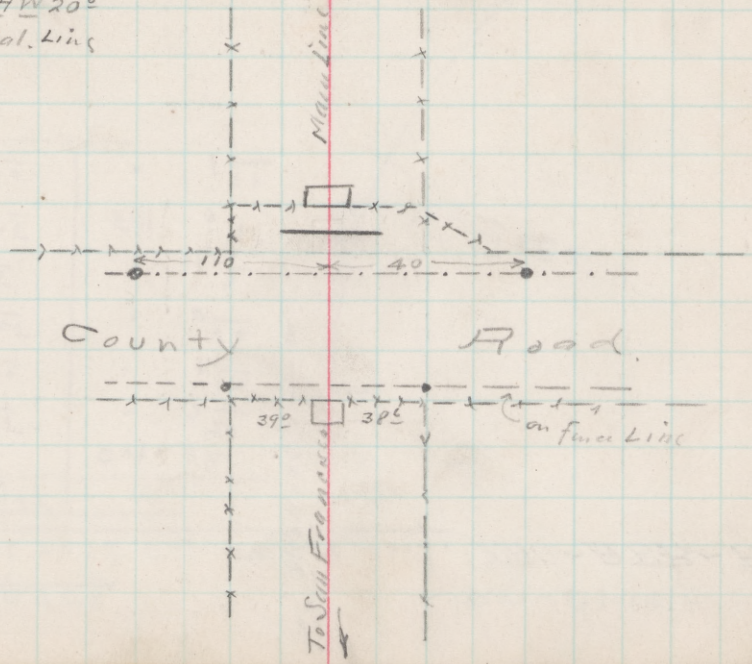
3586 +80 ± Cattle Gard 67-6

+70 ± Street Line & 36" Con Pipe

+60 ± Power Line.

3586+13 ± { Priv. Tel. Line
Cattle Gard 67-F

3586+03 ℄ B.C. 0°01'



Chiquita.

Wire Crossing.

Feb-4-1913

F.H.G. ~ R.E.B.

Snow Mt. W. & P. Co.
Single Wire Power Line
H.W. see Report 6.

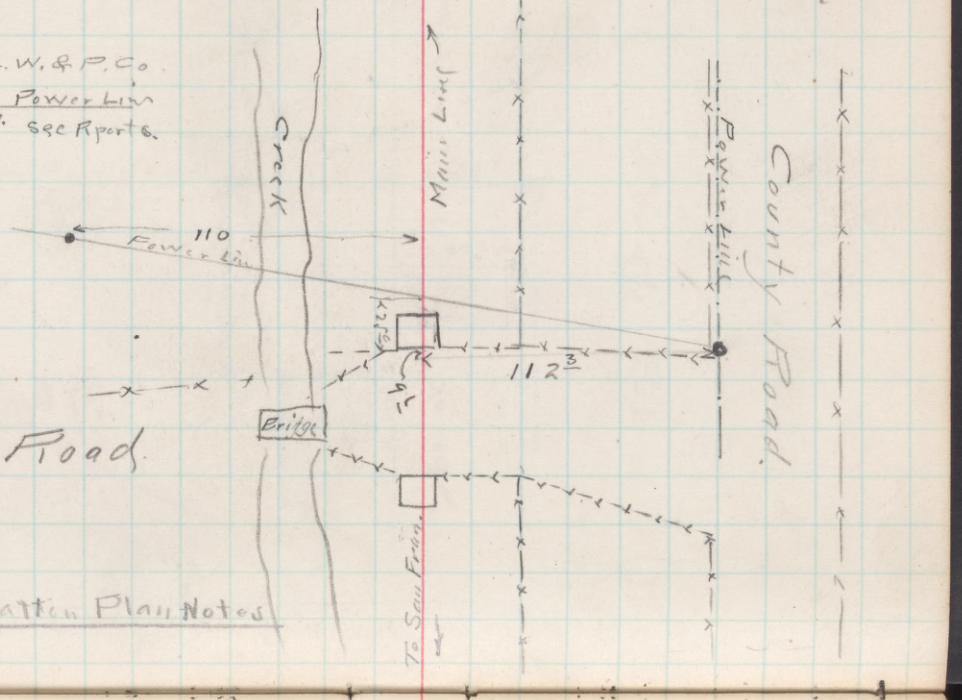
Pole 4+.

Wire Crossing
Cattle Gard 68.F.
Pole 4+.

Cattle Gard 68-E

Plotted

See Station Plan Notes



Sirni Wire Crossing.

Shown on plan

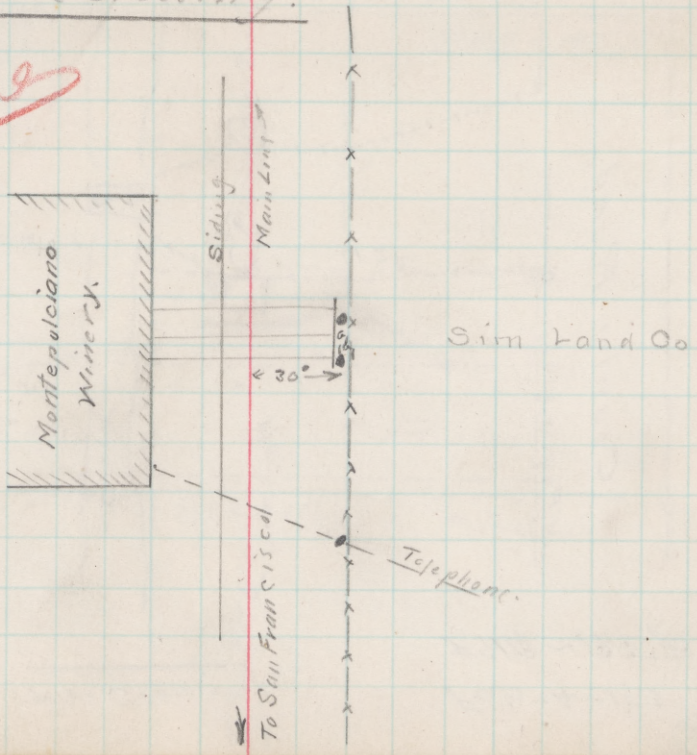
3 Wires H.W. 24⁵

3637 +09² Pops Power Crossing.

3636+95⁷ C.C.T.

+45⁷ Tel. Wire 2 wires H.W 24⁵

3636+29¹ Pole 30 ft Rt.



Lytton. Wire Crossings.

Feb 3 - 1913

F.H.G. - A.E.B.

(2)

Closed on 379
Sta plan by cc
Mar 18th 1913

Wire Crossing. ✓

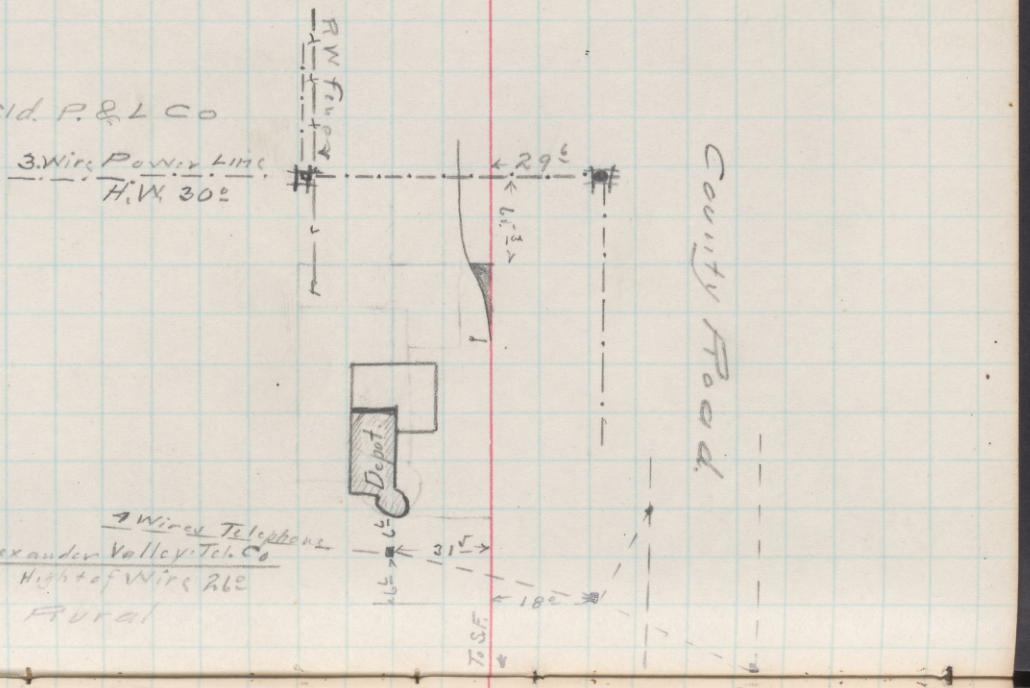
Pt Frog

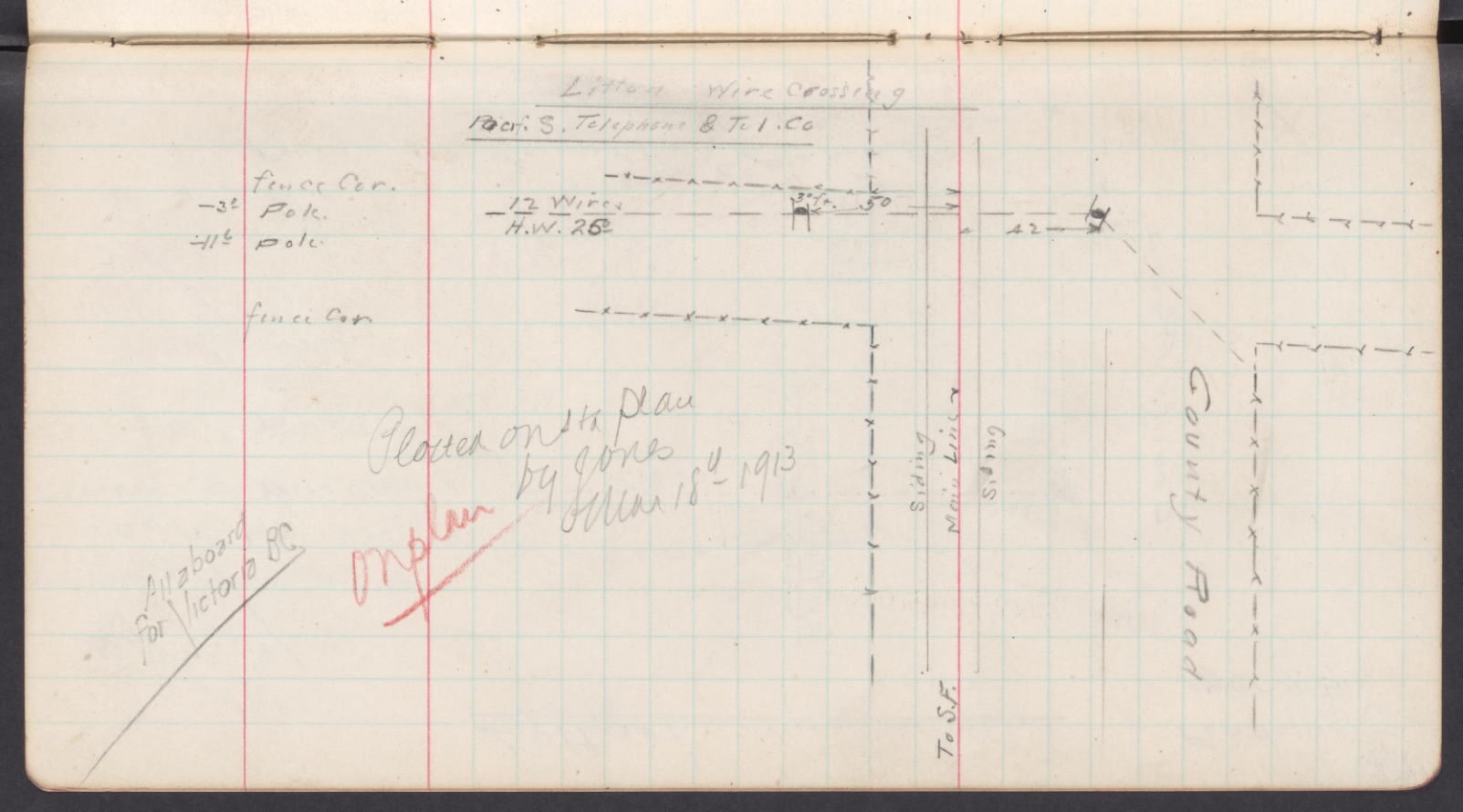
Pt S.W.

Depot. ✓

Pole.

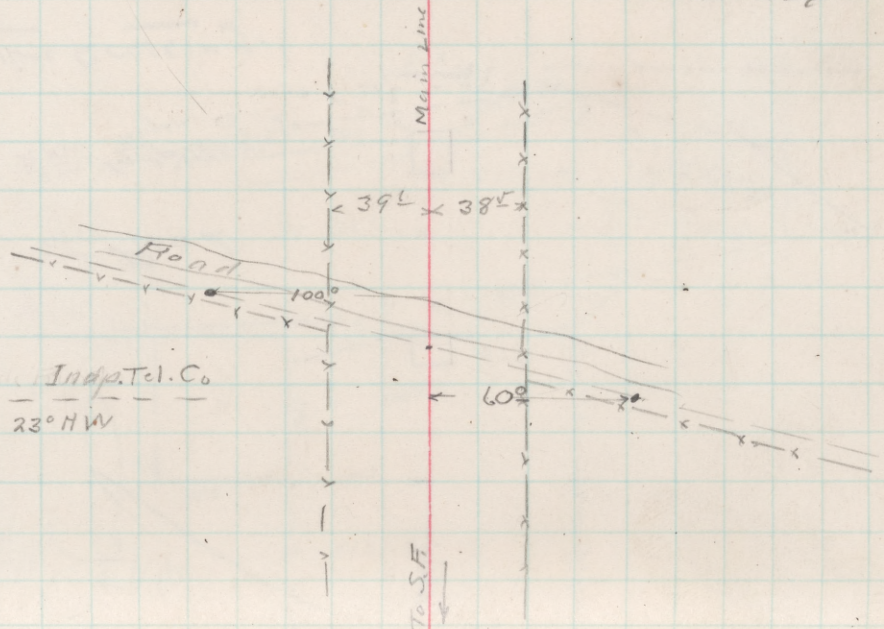
Pole.




Litton Wire Crossing
Pac. S. Telephone & Tel. Co
fence Cor.
-3c Pole
-11c Pole
12 Wires
H.W. 26c
30 ft.
50
42
fence Cor
Siding
Main Line
Siding
To S.F.
County Road
Plotted on 1st plan
by Jones
March 18th 1913
Mylar
Alaboard
for Victoria &C.

Wire Crossing. West of Geyserville Feb-1910

FHG-AEB.



38-26+99 Pole.

+58E P.I. fence.

38-26+31E Pole

3816+72± Frog. #10

3815+94.3 Pt Sw.

+27.2 Cattle Gard 72-B

3813+38.3 fence Corner

+2.5 P.I.

3813+05± } 3812+95± } Open Culvert 72-A.

+89.2 Pole 40± Lt

+89.2 fence Corner.

+77± Pole 40 Rt.

3812+77± fence Corner

Road.

Wire Crossing.

2 Wire Sndp Tel. Co. Telephone Co.

26 H.W.

Wire with Fence Corner

Venezia Winery
Nervo Spur.

Feb 3-1913

THG-AEB.

3822+54 — C.C. 1 3/4 Lt.

+87 — Concrete Pipe 24" ⊙

3821+62 — ℄ Road.

3820+94 — P.O.J.

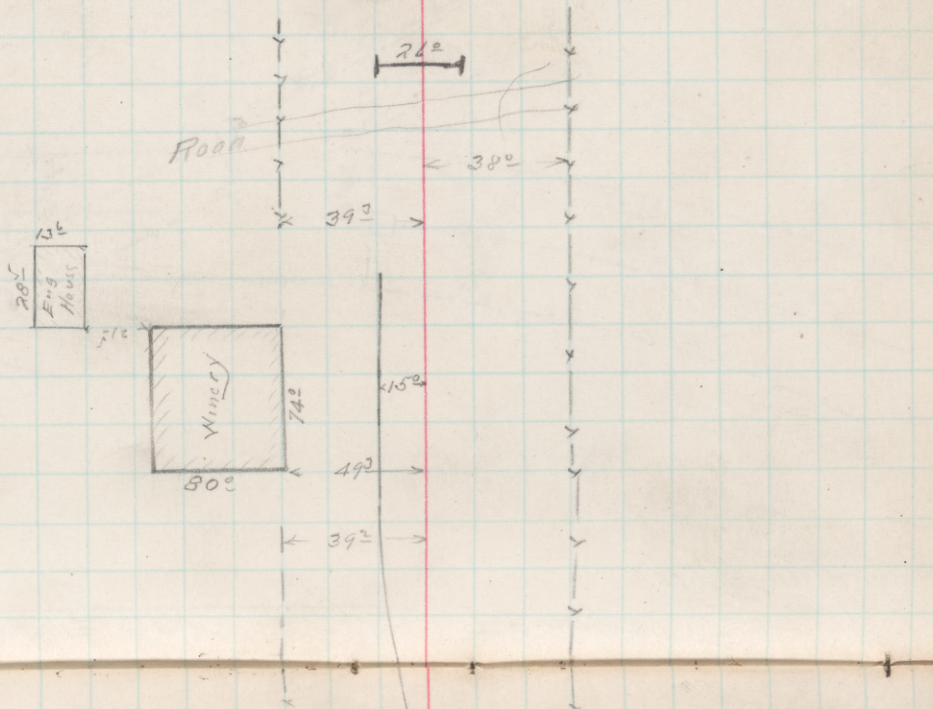
+53 — End fence

3819+34 — End Spur

3819+08

3818+33

18+12 — End fence

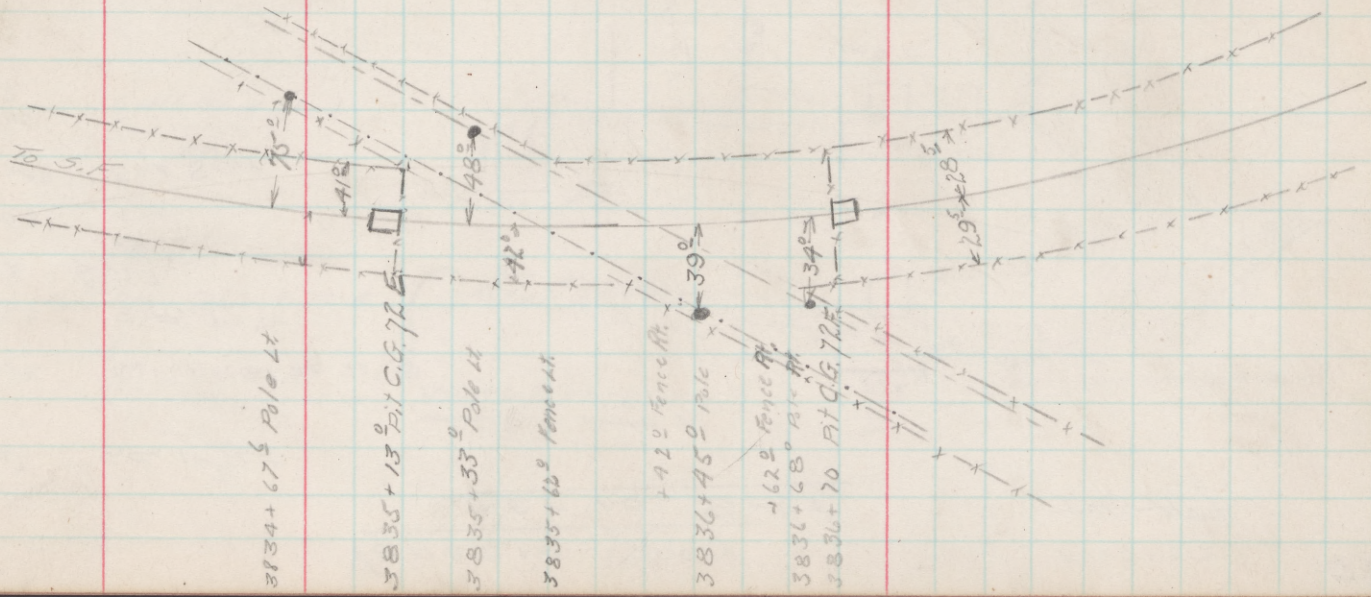


WIRE XING WEST GEYSERVILLE Feb. 4. 1913.

FHG - AEB.

Cl ndp Telephon Co 2 wires 22' High

Cld. L.&P. Co 2 wires 24" "



WIRE XING WEST CONSERVILLE Feb 4 1913

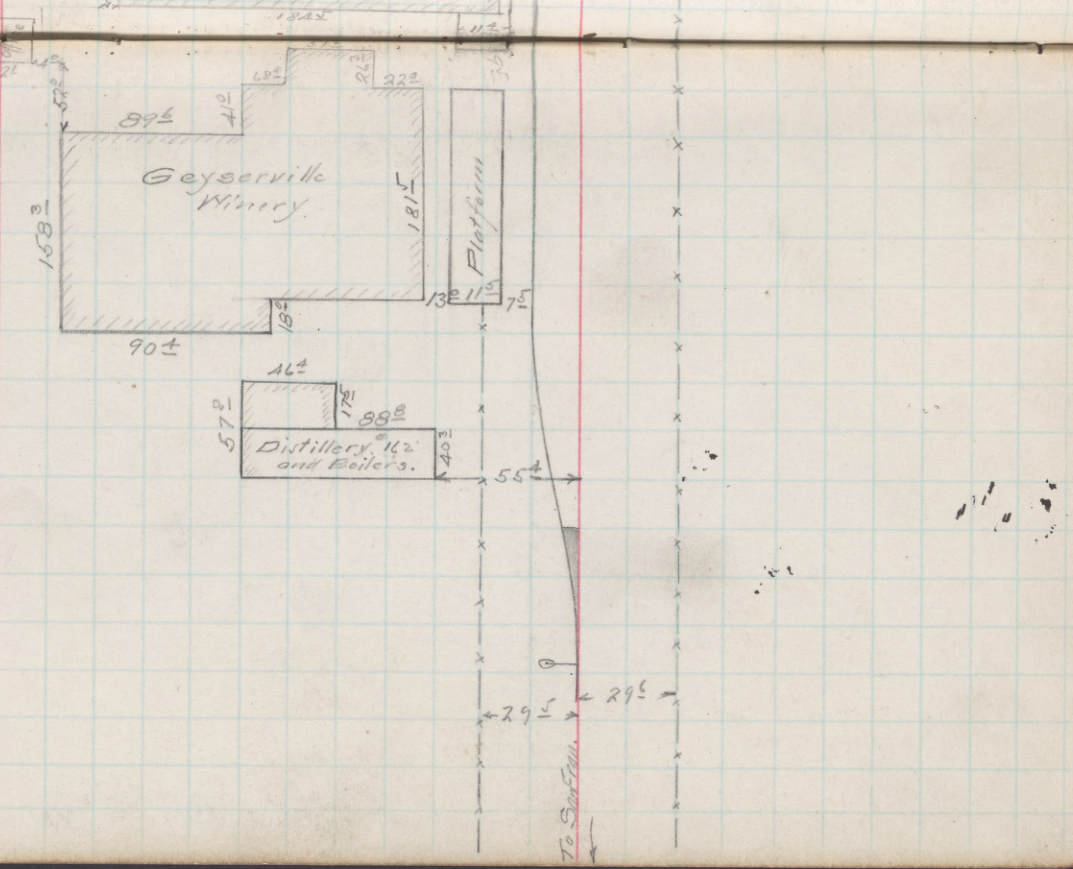
3903 + 45.1 Platform

3901 + 44.7 Platform

3900 + 54.2 Build.

3899 + 64.2 Frog.

3898 + 86.1 Pt. Sw.

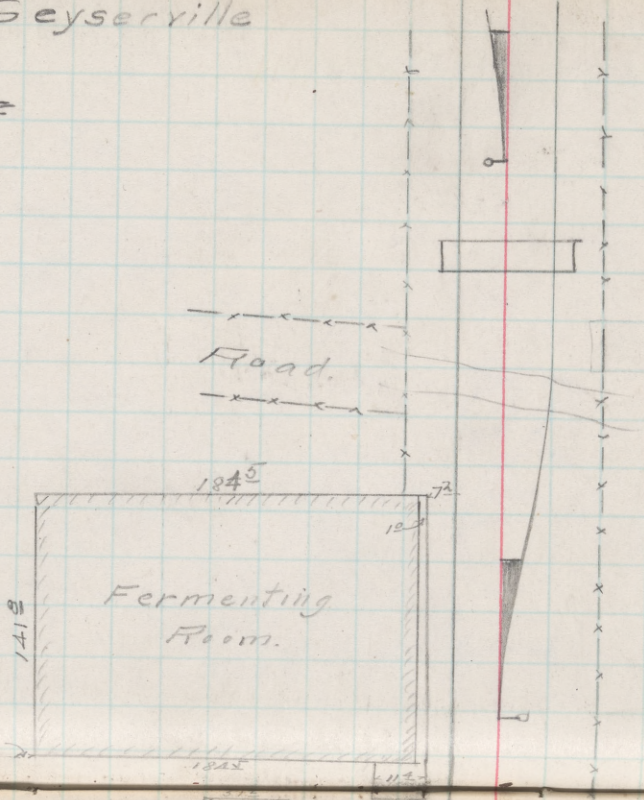


Geyserville

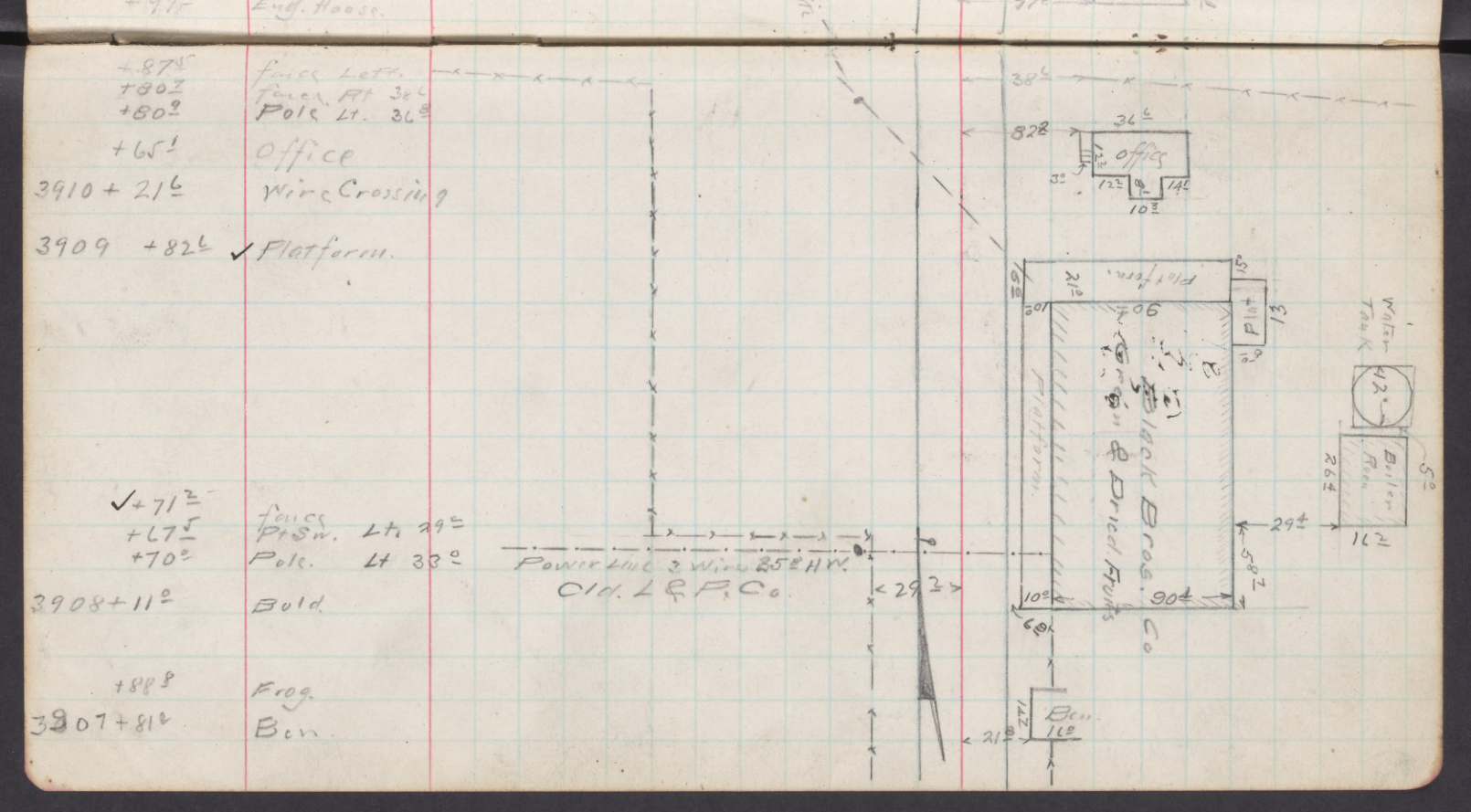
Feb-3 1913.

I.H.G—A.E.B

+13.2	Pt. Frog.
3907 + 05.8	Mile Post 74
+ 3.5	Pt Sw.
+ 19.1	
3906 + 10.9	Culvert. 73-F.
+ 58.7	Cor. fence
3905 + 28.0	Cor fence
3905 + 16.4	Buld.
3904 + 65.8	Frog
+ 87.7	Pt. Sw.
3903 + 74.6	Buld
3903 + 45.8	Platform



Notes by Jones
Mar 1913


+87.5 fence Left.
+80.7 fence Rt 38.4
+80.9 Pole Lt. 36.8
+65.1 Office
3910 + 21.6 Wire Crossing
3909 +82.6 ✓ Platform.
✓+71.2 fence
+67.5 Pt Sw. Lt. 29.2
+70.0 Pole. Lt 38.0
3908+11.0 Bold.
+88.8 Frog.
3907+81.2 Bon.
Power Line 3 Wire 25² H.W.
Cld. L & P. Co.
< 29.2 >
38.4
828
36.4
Office
12.2
3.0
12.2
8.4
14.6
10.3
Platform
Flat Form.
21.0
20.1
20.6
13
Pilot
Block Bros. & Dried Fruits Co
29.4
5.8.7
10.0
6.8
90.4
Water Tank
42.3
Boiler Room
26.4
5.0
16.2
Box
14.2
16.8
21.8

Geyserville

Feb-3-1913

F.H.G.-A.E.B.

39 15+15 3

Lane.

<12'->

3914 +02 5 Pt Sw.

+92 2

3913 +24 2 Pt Frog

+91 8 Pt Frog.

2 Wires on 25' HW

Telephone Line

3912 +13 5 Pt. Sw.

3911 +18 5 fence.

+97 5 End. House.

+87 5 fence. Left

6'

2'

56'

Powder Magazine

Moved by Jones

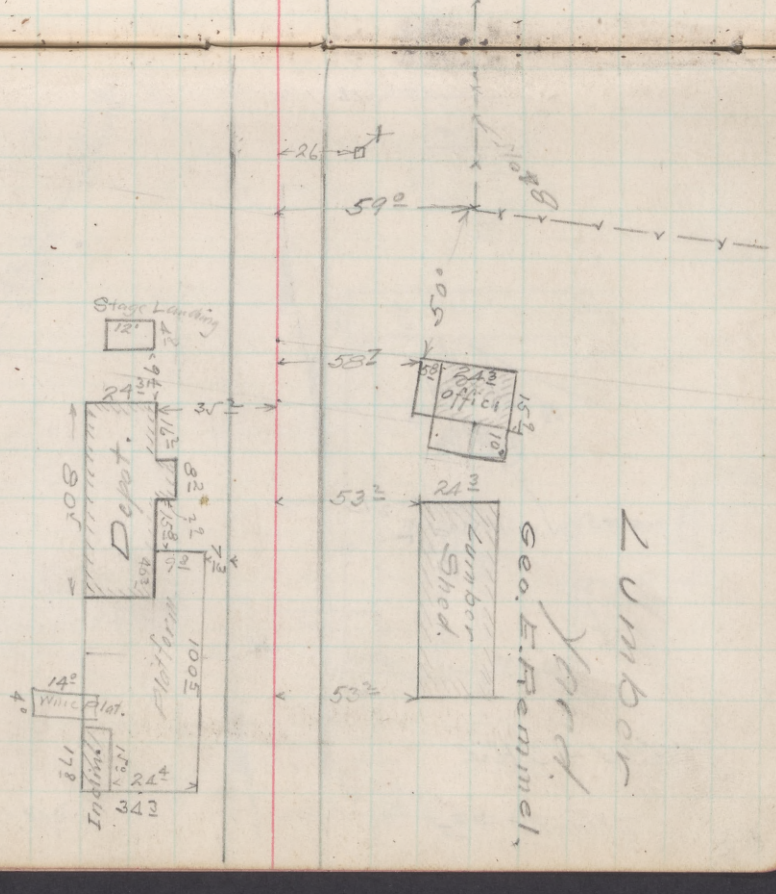
14 3

Engine House

12'

77'

3917 +63.5	Crossing Signal	
3917 +57.5		
+15.0	P.I. Road Rt.	
3917 +11.7	office	
+93.4	P.I. Curbline	
+66.4	Lumb. Shed.	
3916+08.4	Depot.	(Rev. +21.08)
+62.9	Lumber Shed	
3915+47.3	Platform.	



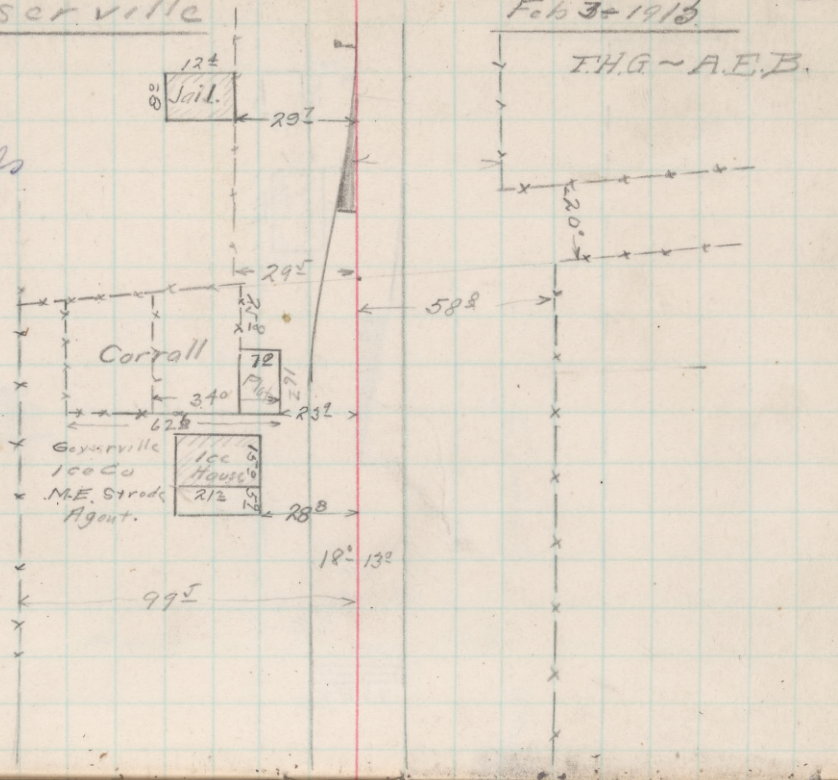
Geyserville

Feb 3 - 1913

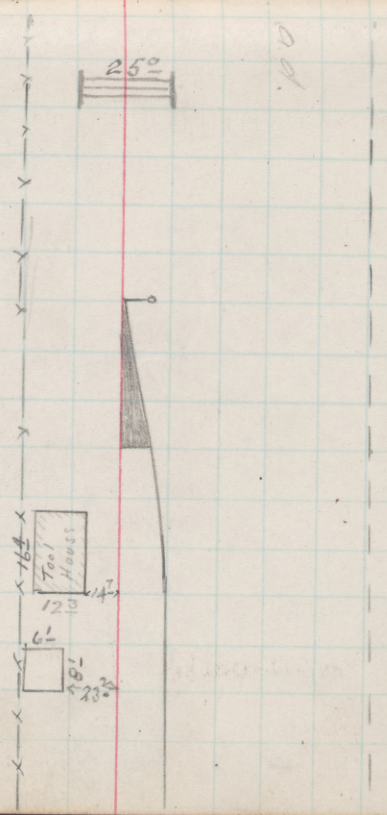
T.H.G ~ A.E.B.

+77.3	Pt. Sw.
3924 +03.7	Jail
+99.1	Pt. Frog.
+09.2	P.I. face Line.
3923 +05.2	face Lt.
+64.2	Corrall.
3922 +34.3	Ice House.

Rockey Jones



3928+87.6	Con Cr. Pipe	3-24" Pipe 25°
3926 +42.5	Pt Sw.	
+ 64.5	Pt Frog.	
3925 +12.6	Tool House.	14' 7" Ft.
3924+93.9	Scrap Box	23' 3" Ft.



Geyserville

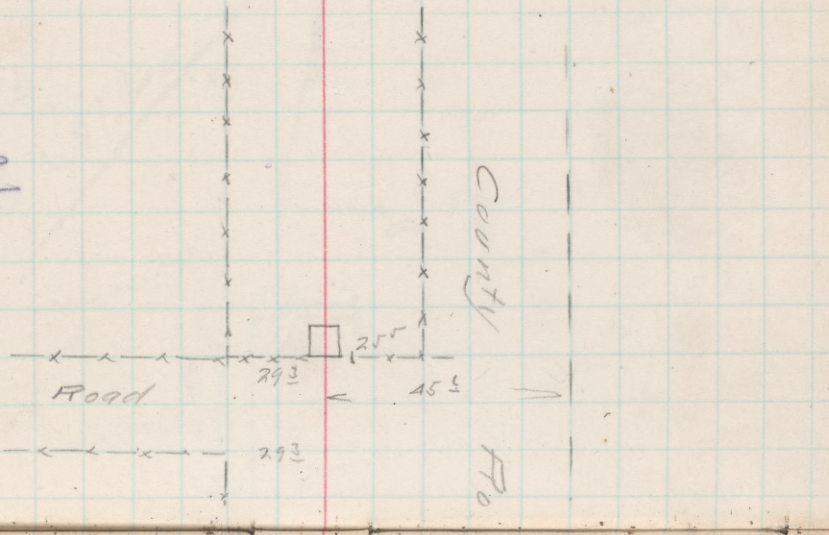
Feb-3-1913.

F.H.G.~A.E.B

Cookedby Zone

+80[6] Cattle Gard.

3920+28[9] Fence Cor.

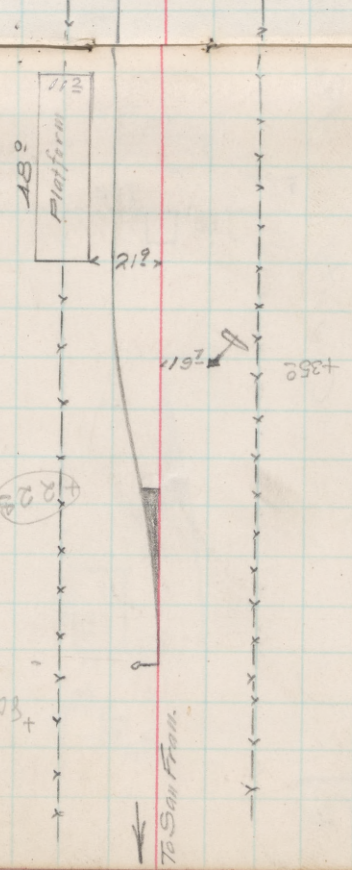


39 81+86 5 Platform

39 81+23 2 Sign. Board.

3980+10 4 Pt Frog.

3979+32 2 Pt. Sw.



Omus

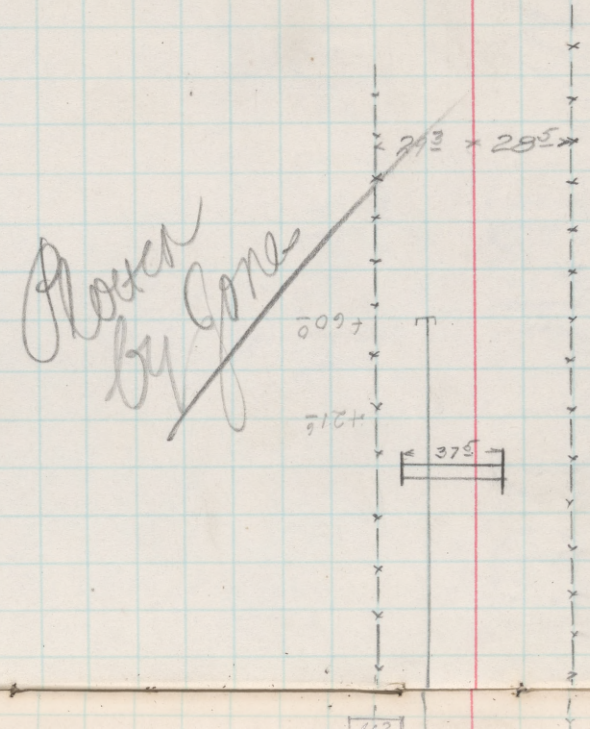
Feb-4-1913.

F.H.G. ~ A.E.B.

Moved By Gone

3985+48.0 End Spur.

3983+83.5 { Concrete Pipe 2-18"



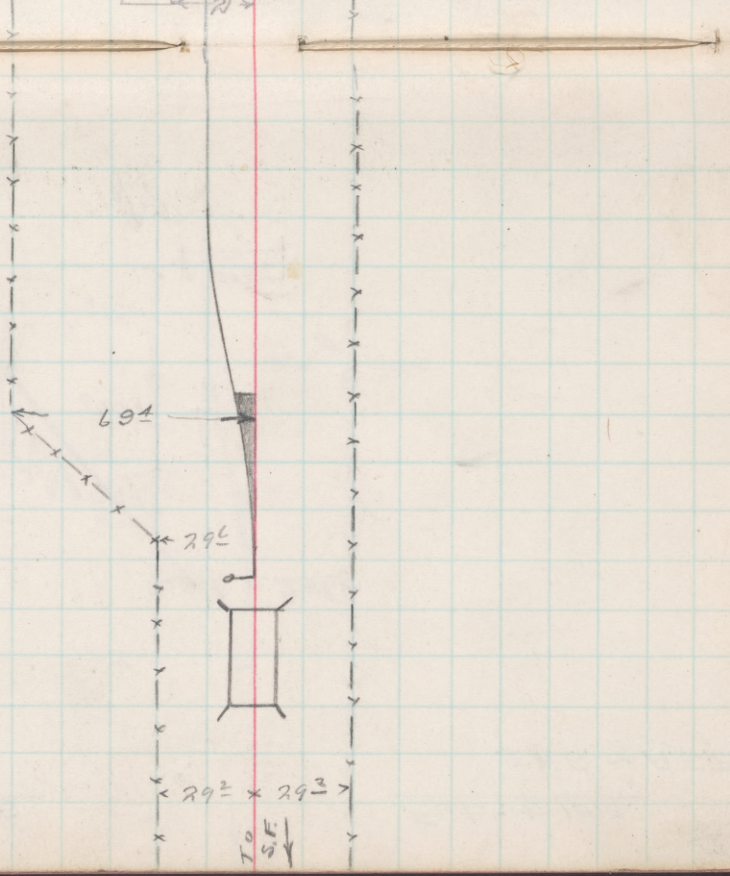
4044+25 Platform.

+84 Pt Frog
+40 fence

+13 . fence.

4072+06 Pt Sw.
+97 Trestle 77-A

4071 +67 Trestle



Chianti.

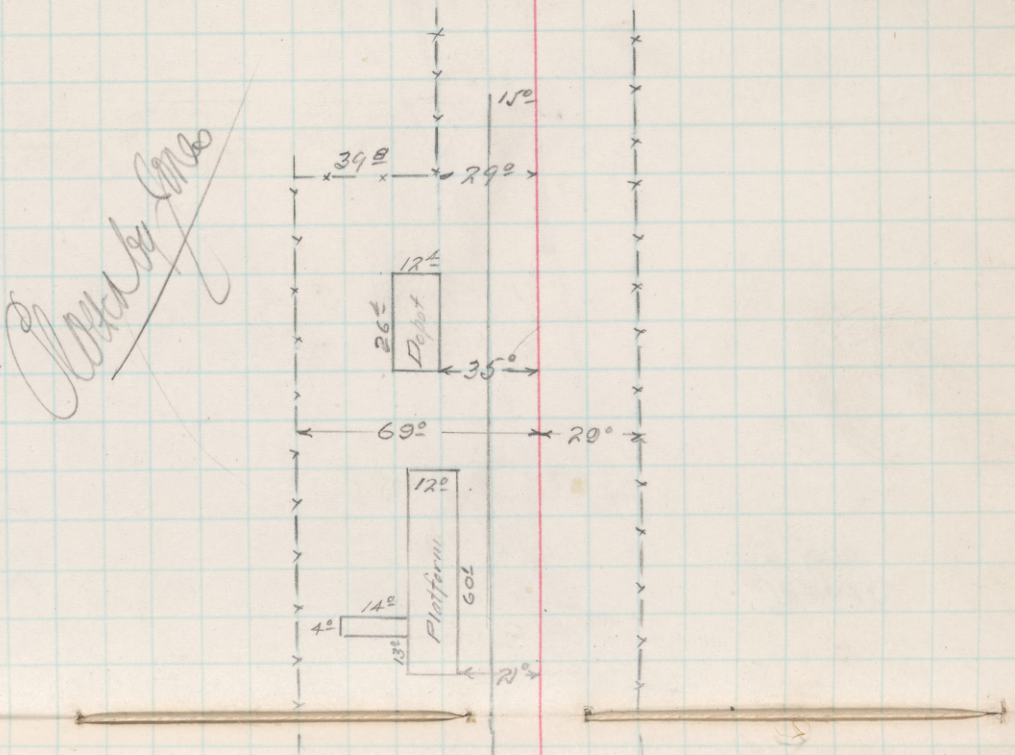
Feb-4-1913. (34)

Station Plan.

4076 +38 End Spur.
-84 fence.

4075+19 West End Depot.

4044+25 Platform.



+37 fences ✓

+32 Box 1" x 4" 79-C ✓

4188+01 Crossing Sign - Lt. 11

4187+96 Pl. fence

4187+94 Cattle Guard 79-B ✓

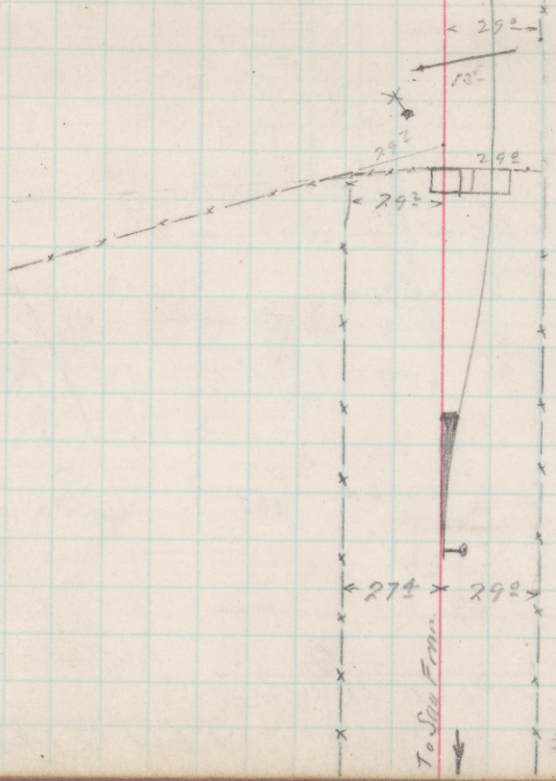
4187+90 fence ✓

4186+28 C.C. 1°30' ^

4185+68 B.C. T-1. ^

4184+57 Pl Frog. ^

4183+79 Pl Sw. ^



Plotted by
- Jones -

4192+24 ± Pt Frog. Lt. 53 ±

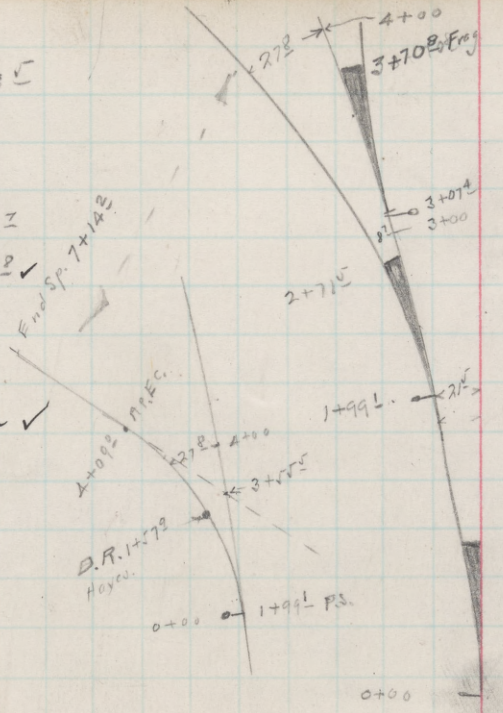
+65 ± Stub Sw. Lt. 43 ±

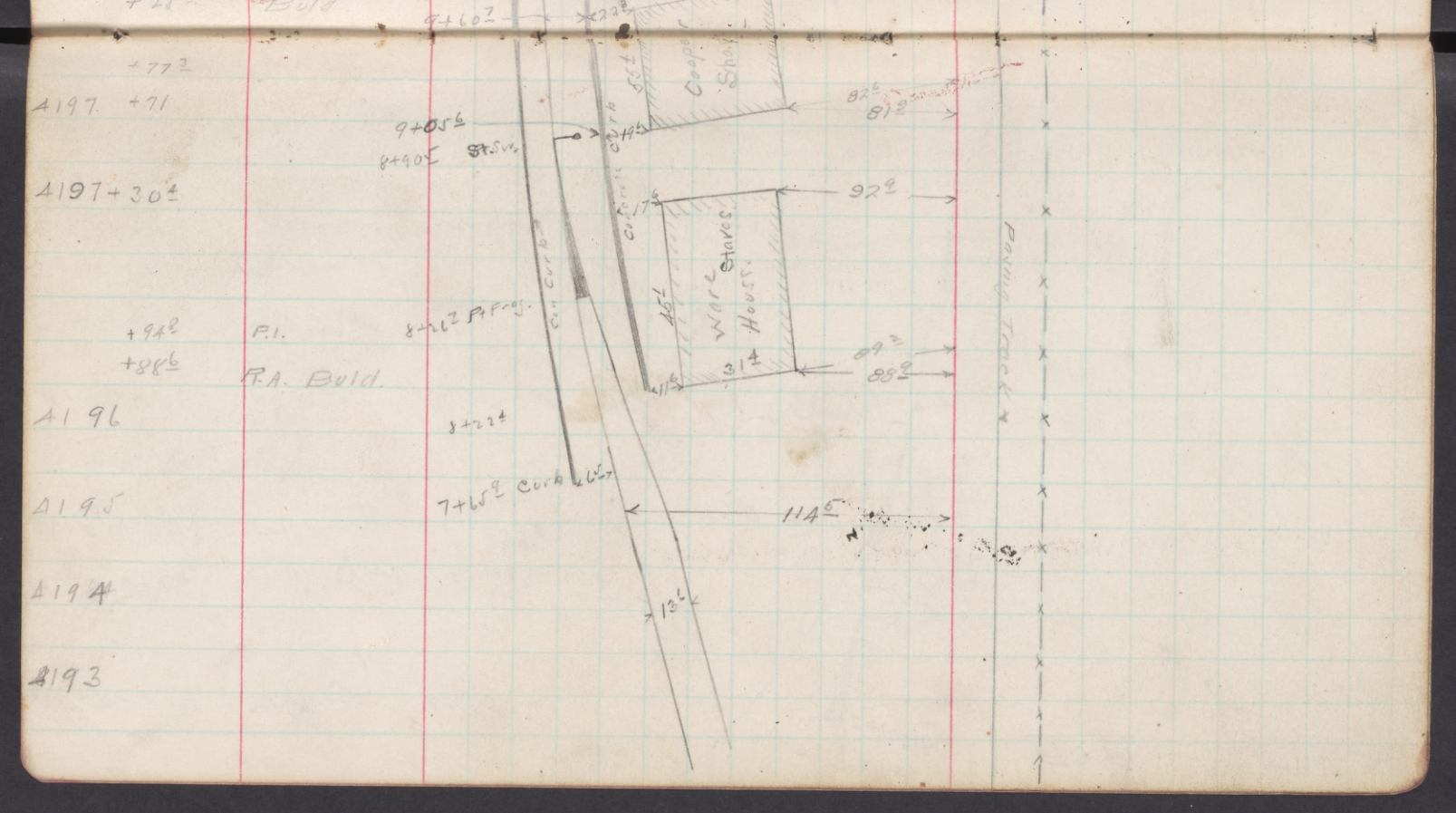
4191+27 ± Pt. Frog. Lt. 35 ± ✓

4190+56 ± Pt. Sw. Lt. 21 ± ✓

4189+36 ± Pt Frog. ✓

4188+57 ± Pt Sw. ✓




+77 3
4197 +71
4197+30±
+94 2
+88 6
F.I.
R.A. Bold.
A196
A195
A194
A193
9+60 7
9+05 6
8+90±
St. Sw.
8+42 2 P. Frog.
8+22±
7+65 9 Curb
Curb
Cooper Shop
Ware Houses
Road Track
92 9
89 3
89 9
114 5
82 5
81 2
31 4
13 6

AST 1.

Feb-4-1913

(30)

4205

4204+24.3 E.C.

4203+64.3 C.C.T-1

4203-

+46.2 Concrete Bottle. 32.5 +

4201+20 ℄ Road.

4200

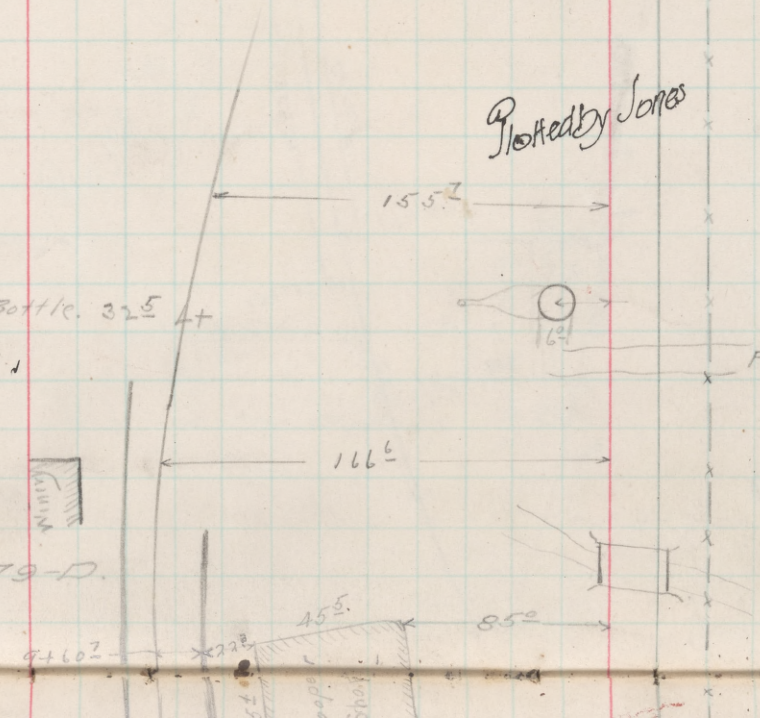
+48.6 Trestle 79-D.

4198+32.2

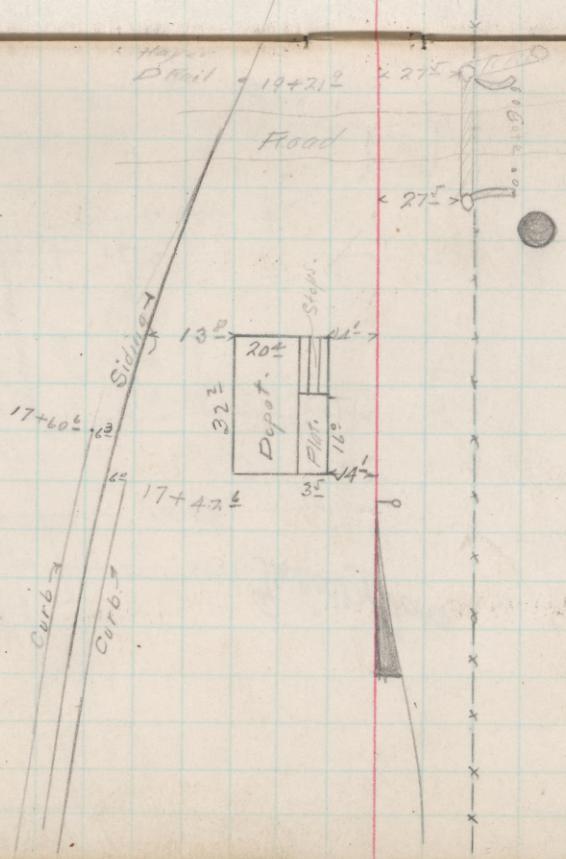
+25.2 Bulk

+77.3

Plotted by Jones

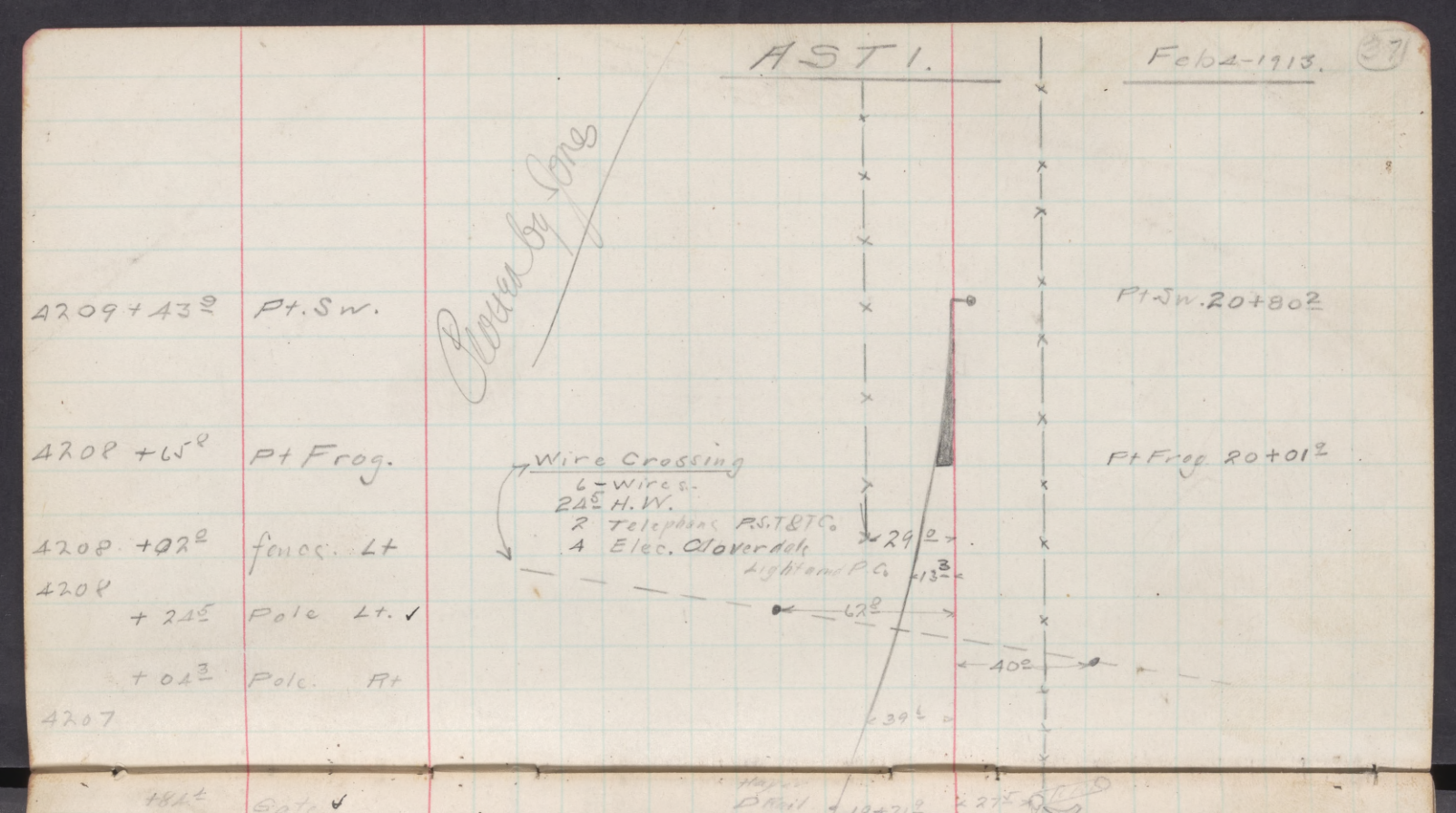


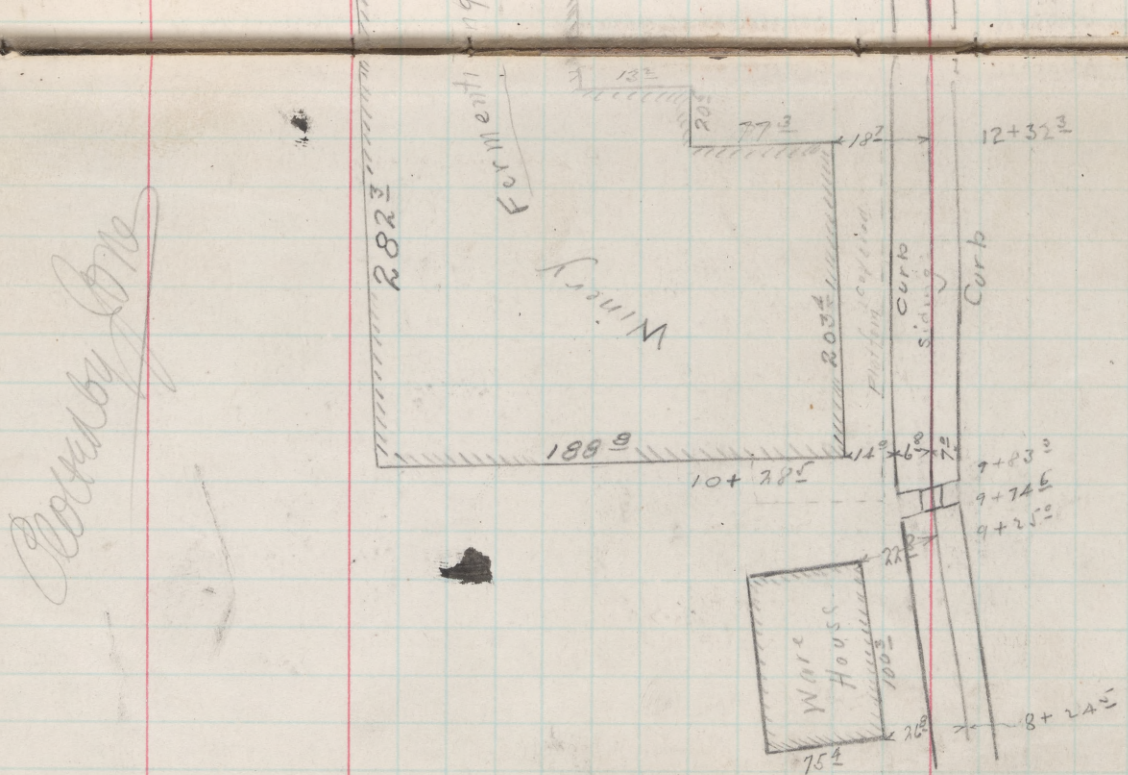
	+84±	Gate. ✓
	+76±	℄ Road. ✓
4201	+66±	Gate. ✓
	+33	W. Line Depot. ✓
4206	+30±	Pt Sw ✓
4205	+52±	Pt Frog.



AST 1.

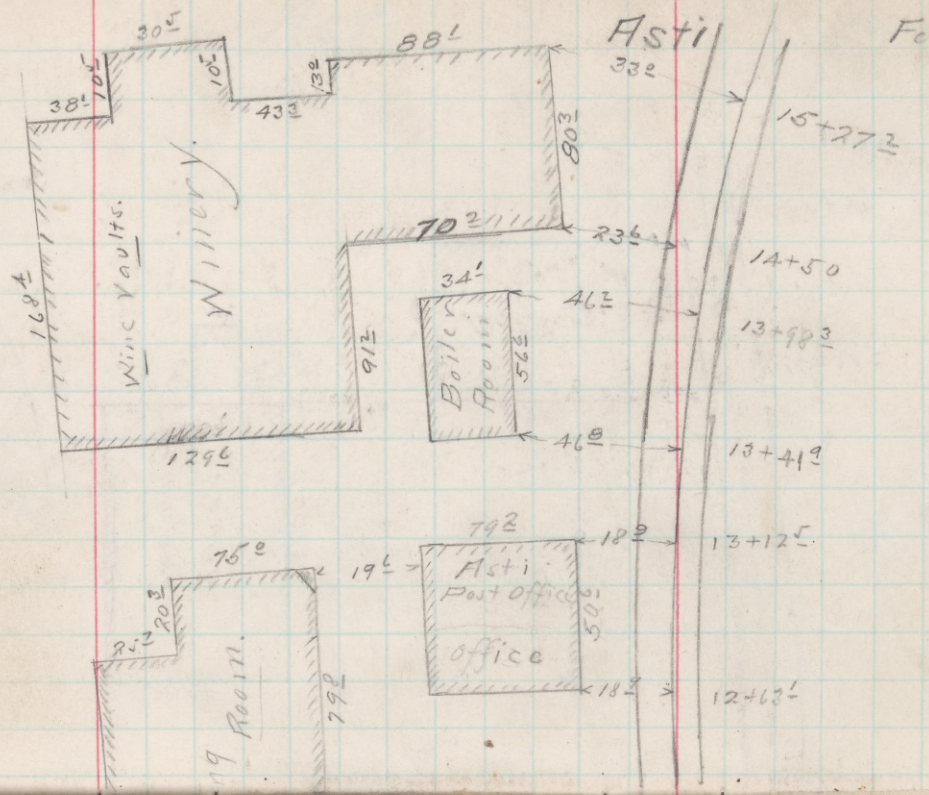
Feb 4-1913.

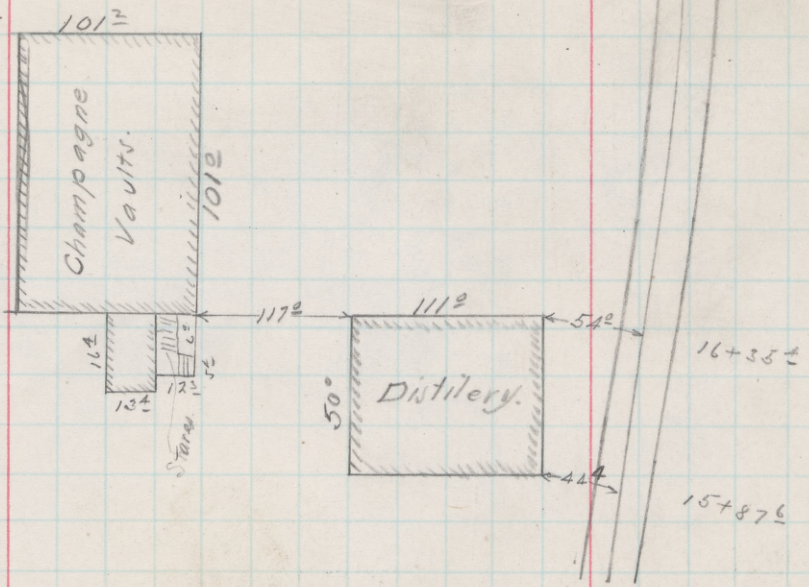



Formerly
282±
Winery
188.9
10+28.5
77.3
18'
12+32.3
Curb
Curb
Existing Concrete
203±
11.9
6.8
7.1
9+83.3
9+74.6
9+25.0
22.0
Wine House
100±
75.4
22.8
8+24.5

Asti

Feb-4-1913.



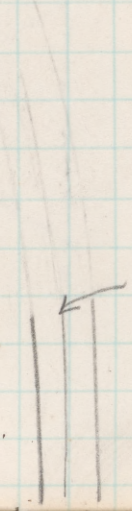

101±
Champagne
Vaults.
101±
117±
111±
54±
16+35±
14±
13±
17±
6±
5±
Stairs
50°
Distillery.
44±
15+87±

Asti.

Feb-5-1913.

(39)

See Page. 31



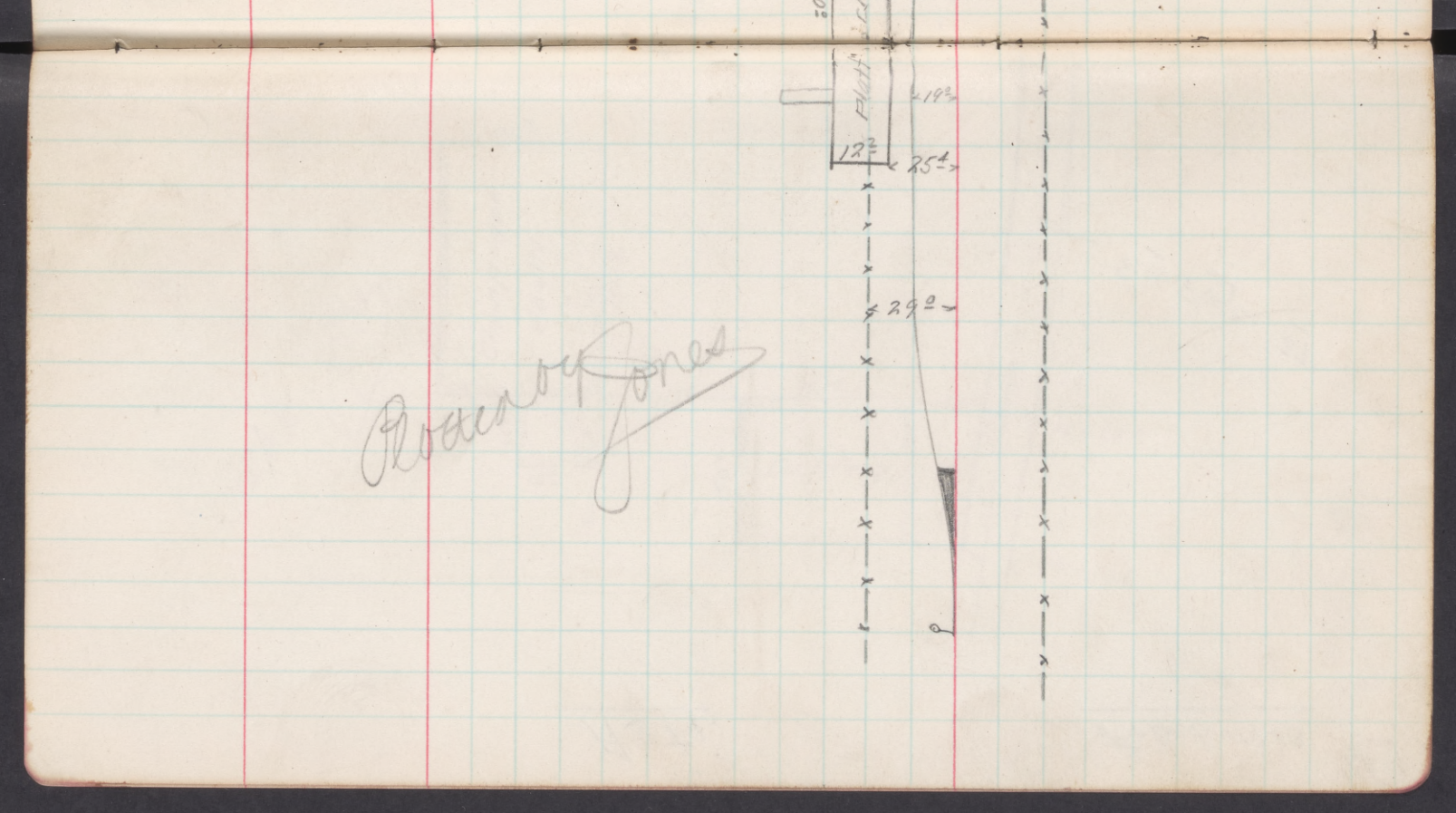


Plate
19²
12²
35⁴
39⁰

Icaria

Feb-5-1913.

4295+83½ C.C. 1°32 = 4295+67⅝ T.C.

4294 +91½ Trestle

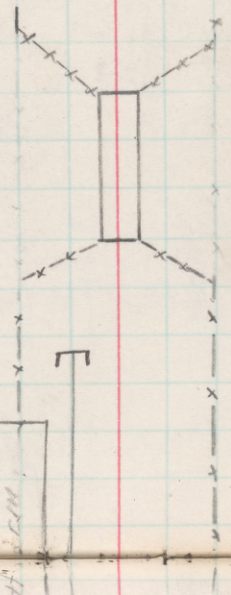
81-D

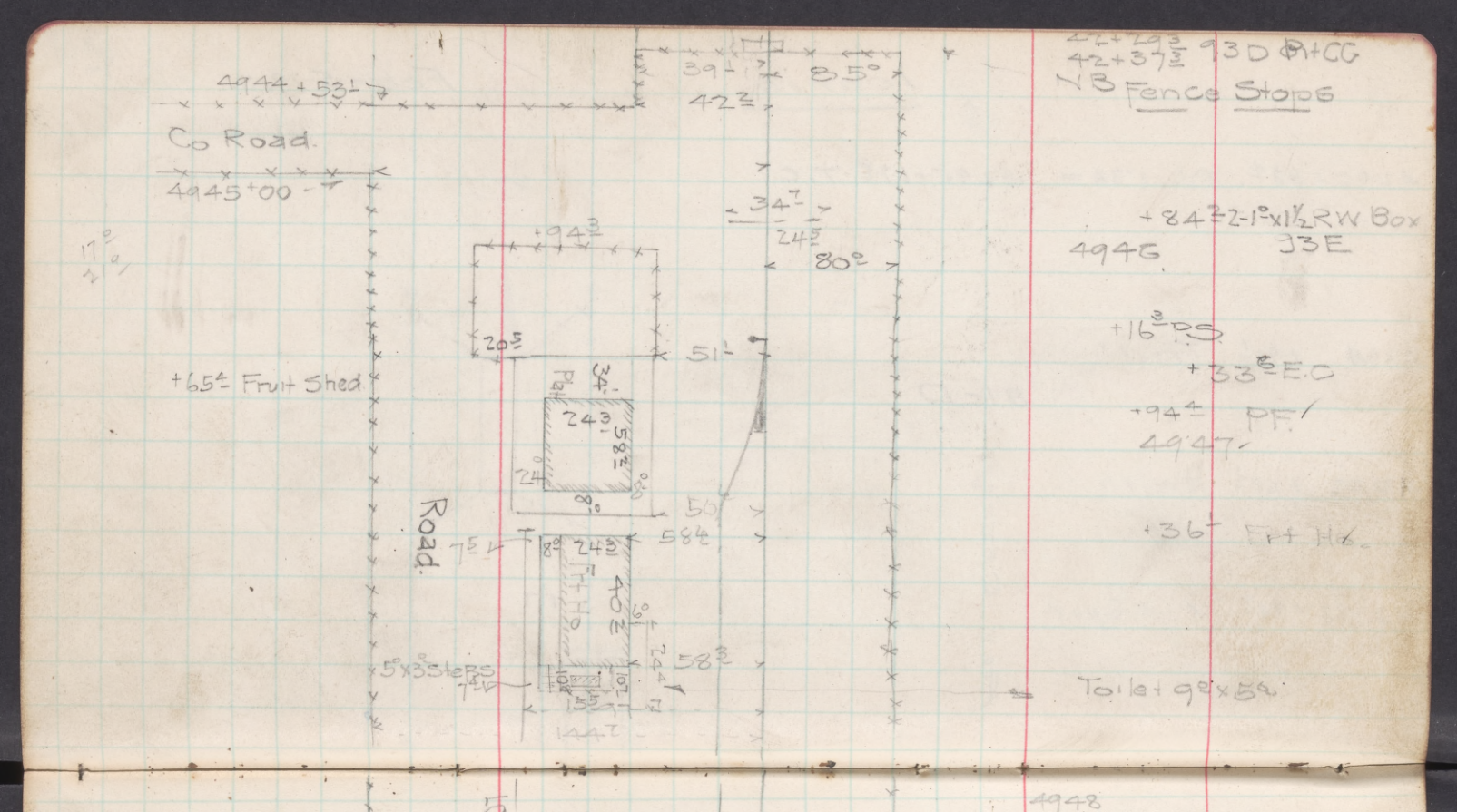
4293 +69⅝ Trestle

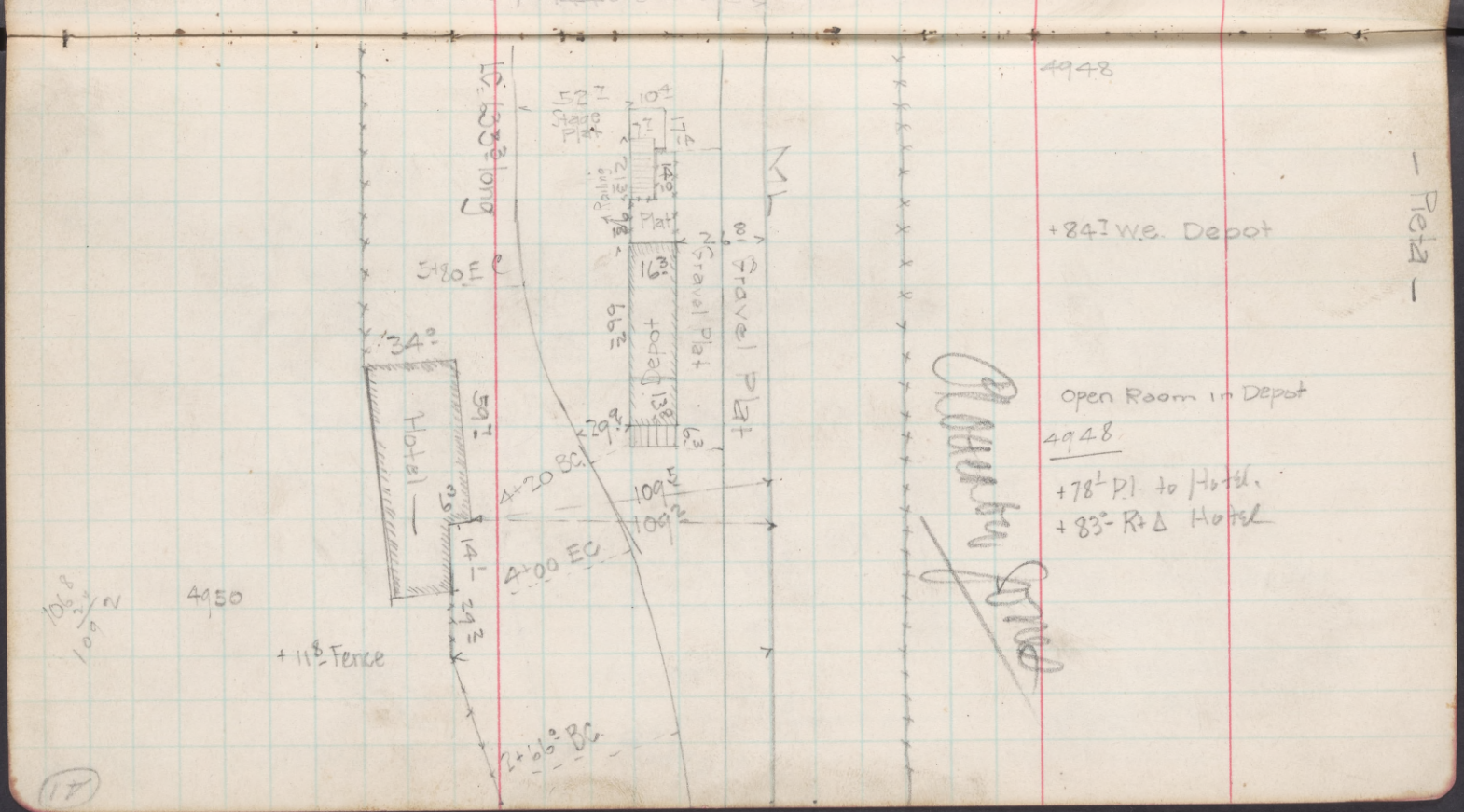
79°

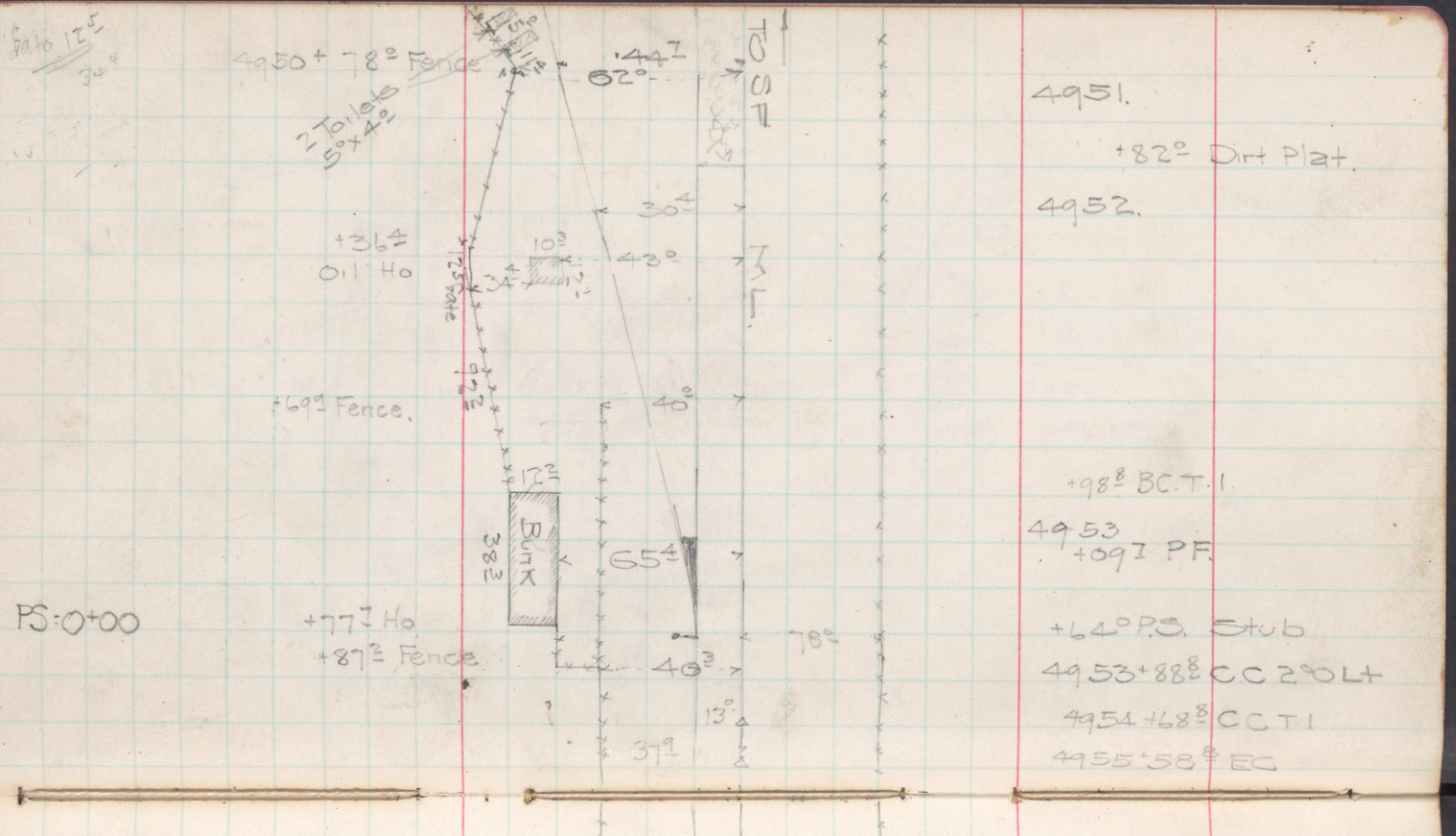
4293 +90½ End Spur.

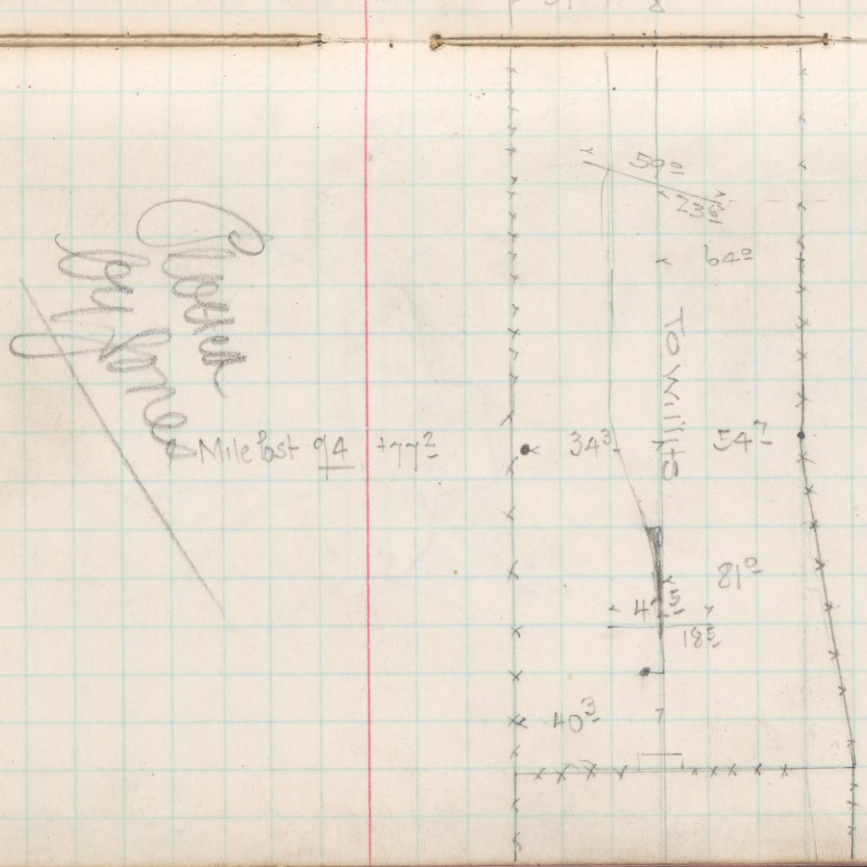
Rev. Changes.




4944 + 53
Co Road.
4945 + 00
+65 Fruit Shed
Road.
39
85°
42
34
24
80°
+94
20
51
34
24
58
24
8
50
58
7
24
8
40
24
58
5'x3' Ste
RS
Toilet 9'x5'
42 + 29
42 + 37
93 D
CG
NB Fence Stops
+84 2-1"x1½ RW Box
4946
33E
+16 RS
+33 E.C
+94 PF
4947
+36 Ft Hx
4948


4948
+84 W.E. Depot
Open Room in Depot
4948
+78½ P.I. to Hotel.
+83° R+Δ Hotel
Alberta Line
Peta
Stage Plat
Platform
Depot
Gravel Plat
Hotel
5+80 E
4+20 BC
4+00 EC
4950
+118 Fence
2+66 BC
17


4950+78 Fence
2 Telephone
5'x4'
+36
Oil Ho
+69 Fence.
PS: 0+00
+77 Ho
+87 Fence
62°
44
30
43°
40°
65
78°
40
13°
37
TCST
TCST
4951.
+82 Dirt Plat.
4952.
+98 BC.T.1
4953
+09 PF.
+64 P.S. Stub
4953+88 C.C 29 Lt
4954+68 C.C.T.1
4955+58 EC



4955+58 = EC

4958+34± ~
33F 3°×2° RW Box
4958+56± ~
4959+00

Park by Rail

Mile Post 94 +77±

4963.
+41¾ Fence
4964
+ 62± P.F.

4965
+00 4°×3° RW Box 94A
+40¾ PS
4966
+84± PI+CF.
+96 PI+CG 94B
4968+08± BC. T.2

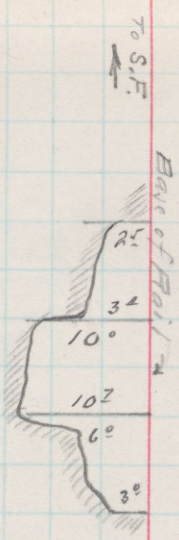
(43)

A150+04 3

A150+17 3

A150+21 0

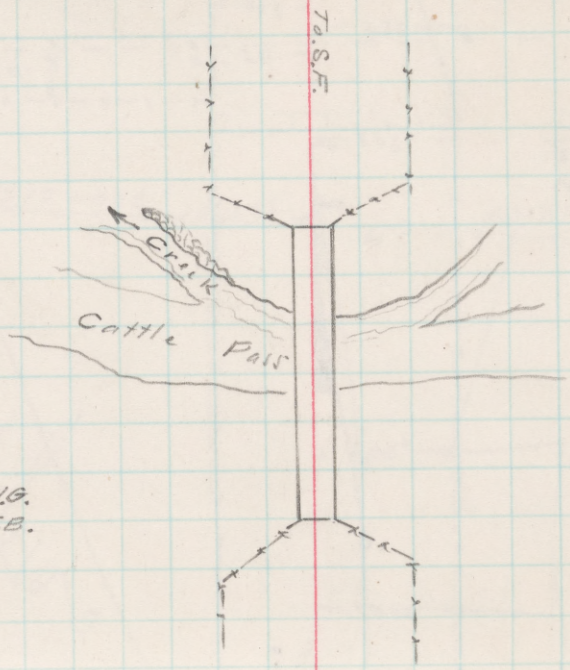
A150+46 8



Trestle 78-D. Feb-6-1913

△150+04 3

△150+41 8



15 ft. Cattle Pass

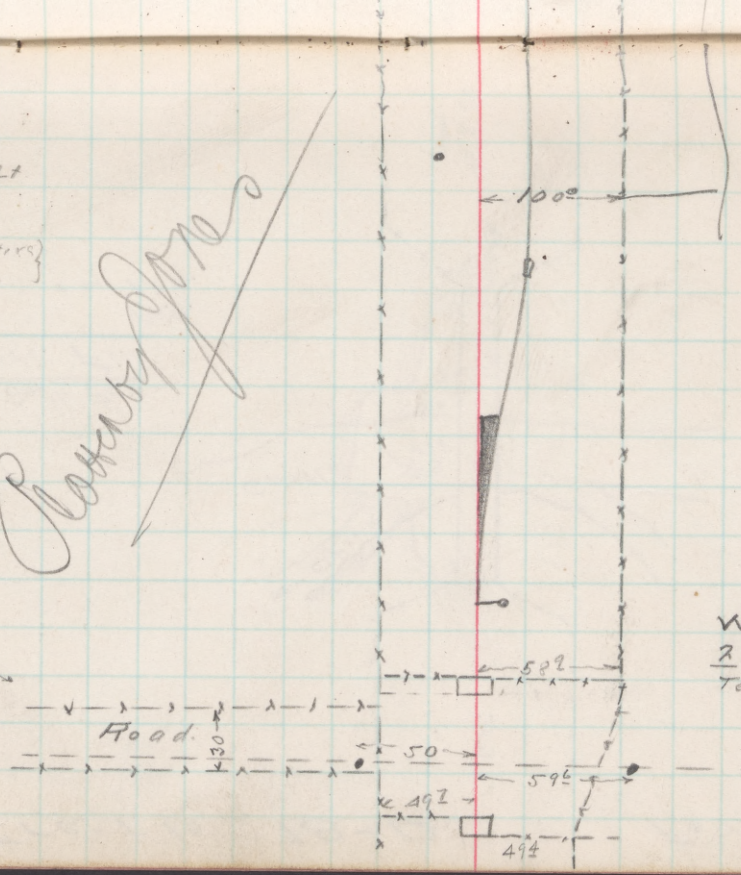
70 yds. Fill

F.H.G.

by. A.E.B.

5504 +12±	Sign Board	15° Lt
5503 +87°		
5501 +51°	D Railer	(Locomotive Apt. C.
5500 +58±	Pt. Frog.	
5499 +78±	Pt. Sw.	
57± +49±	fences. Cattle Gard.	104-B
+20±	Wire Crossing	
+20± +15±	fences. Pt.	
5499 +01± +98±	Cattle Guard fences.	104-A

Rowena Jones



Wire Crossing.
2 Wire. 21° H.W.
Telephone Line
J. Higgins.

Henry.

Feb-6-1913

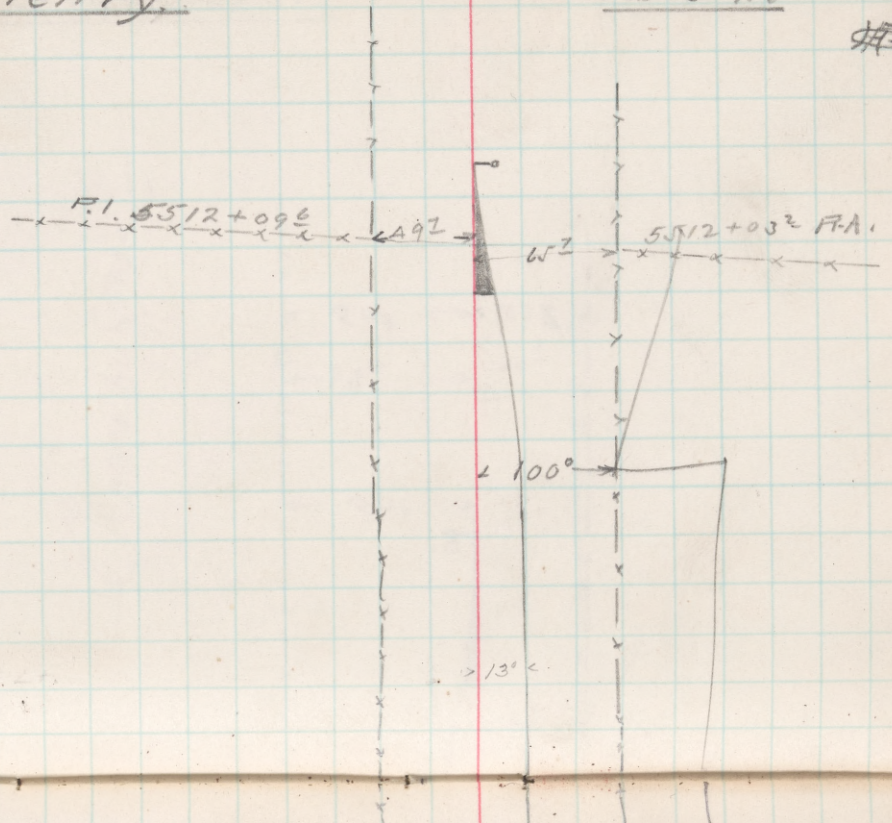
(44)

5512 +75 6 P+Sw.

5512 +63 2 B.C. T 1/2

5511 +97 5 P+Frog.

5510 +71 0 fance.

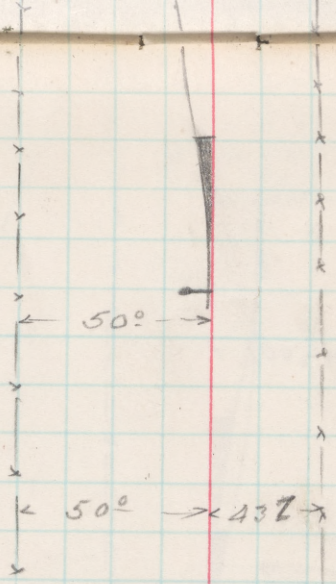


5656 +75 Pt. Frog.

E.C.

5655 +95.3 Pt. Sw.

5655+17.5 C.C. 5°.

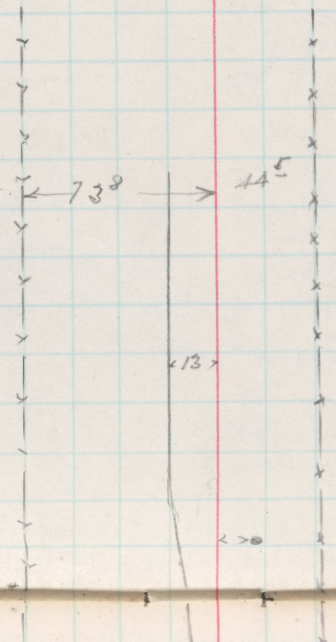


Clemhorst.

Feb-6-1913

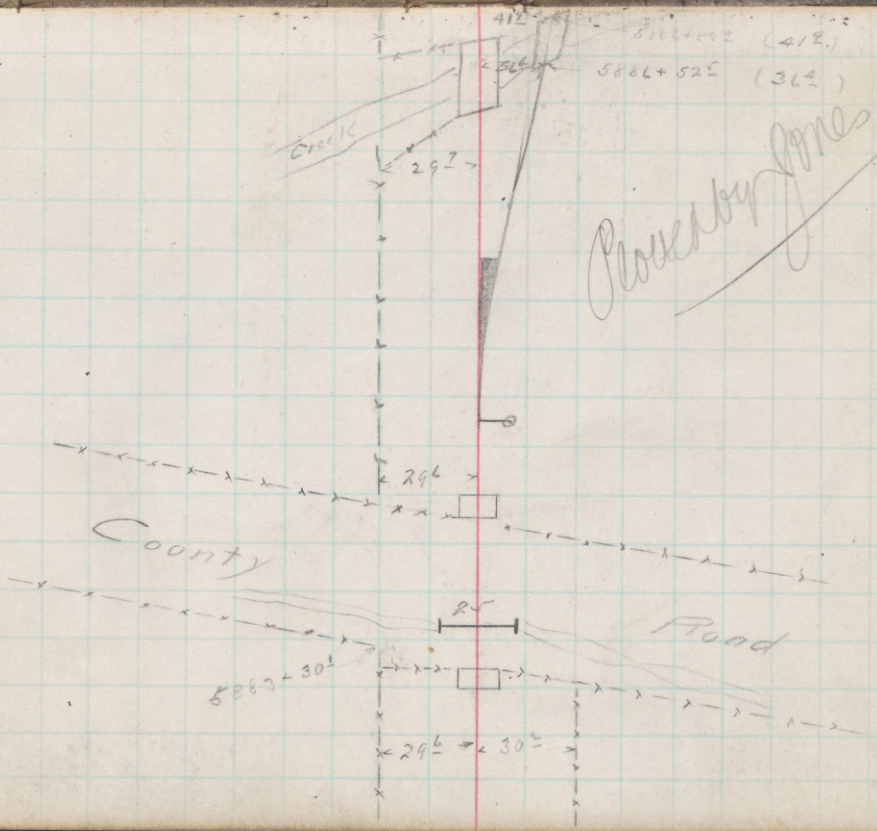
Clockwise —

5659+26[8] End Spur.



5657 +11[5] Sign Rt. 11[8]

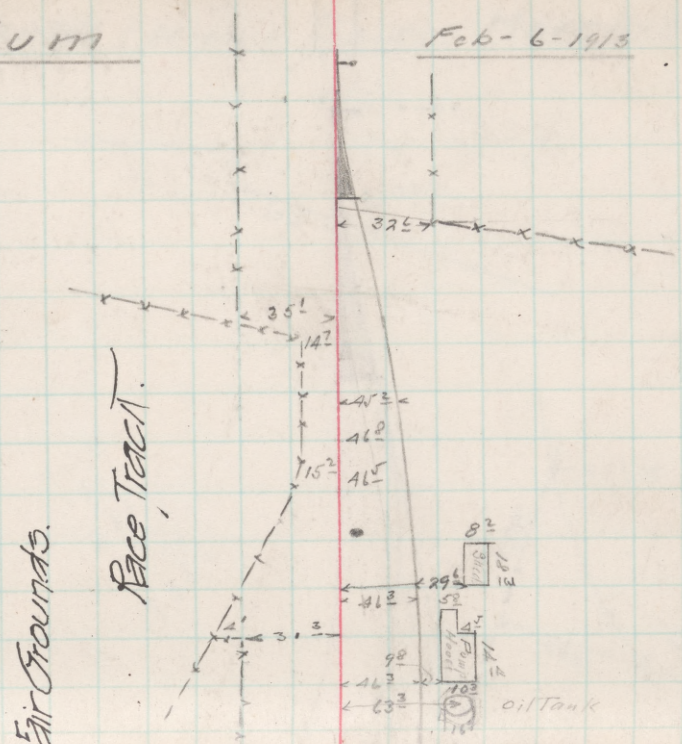
	+65	Trestle.
	+58	Fence. 31°
	+33	Trestle. III-G
5886		
5885	+96	Fence.
5884	+87	Pt. Frog.
5884+04		Pt. Sw.
	+80	Cattle Guard.
	+72	Fence. Cattle Guard. Fence Pt. I.
	+34	20" Con Pipe. ✓
	+30	Fence Pt. I. ✓
	+25	Cattle Guard. III-E ✓
5883		



Asylum

Feb-6-1913

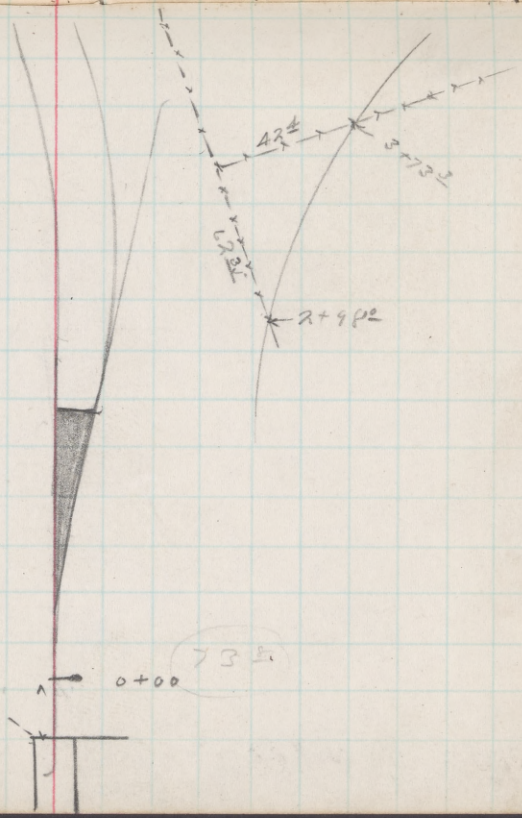
5895	+43.2	Pt Sw.
5894	+61.3	Pt. Ent. og
	+44.2	P.I.
5893	+41.7	fence.
	+59.0	fence.
5891	+55	fence
5891		
5889	+00	fence.
	+82.5	Sign Rt. 18!
5888	+28	Shed.
5888	+98.3	fence
	787.2	Pump House
5887	+72.2	oil Tank



+65.5 Trest le.

+50	14°04'
4	11°34'
+50	9°04'
	6°34'
3	
+50	4°04'
	1°34'
2+00	
1+18.6	B.C. 10°00' Rt.
	Proposed Frog.
+50	
1	
0+76.7	Pt Frog.
0+00	= Pt. Sm.
1966+22.05	
1966+58.7	Trestle.

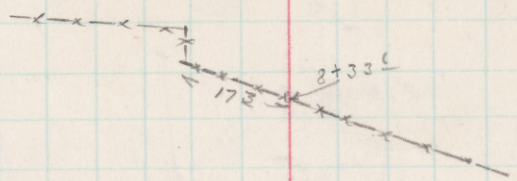
Δ 46°00
St. 243.3



Petaluma. (proposed Spur) March-3-1913

Δ 30°27
St. 150 5

+50
10
9+73 5 B.C. 10° Lt
+50
9
+50
+28 5 Δ
8
50
7
+47
+28 6 E.C. 23°00
6 21°34
+50 19°04
5 16°34
+50 14°04
4 11°34
+50 9°04



150 5

9 73 5
628 5
344 9
24 3 2
+10 4
738 7

+80 9 St. Line

Adj

+37 ± △

14

+50

13

+78 ± E.C. 0° 0' 0"

+58 1° 24'

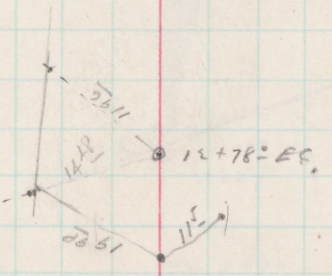
12 3° 54'

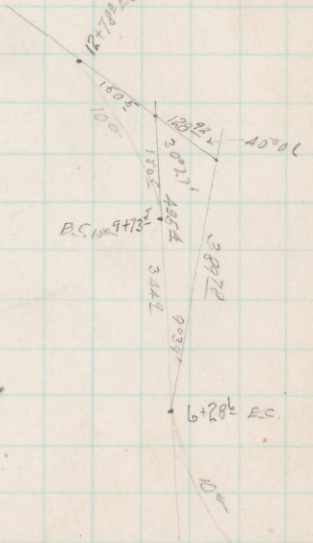
+56 6° 24'

11 +

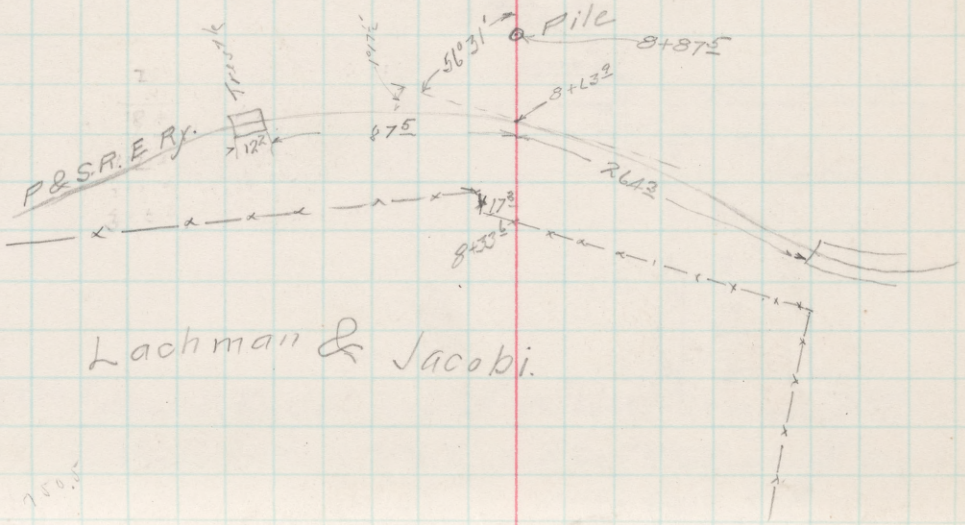
14+20.9
12 78
2 0 29
1 30 0
3 53 4
3

opp E. of Shed



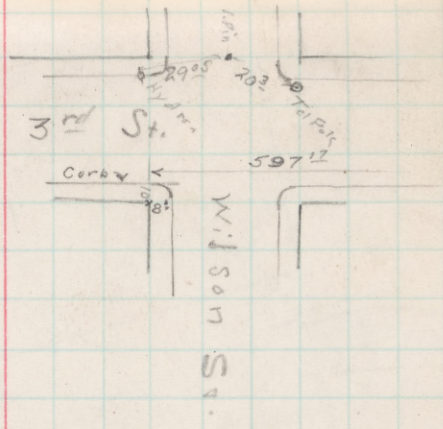


Petaluma. Mar 3-1913. (48)



Lachman & Jacobi.

647 E

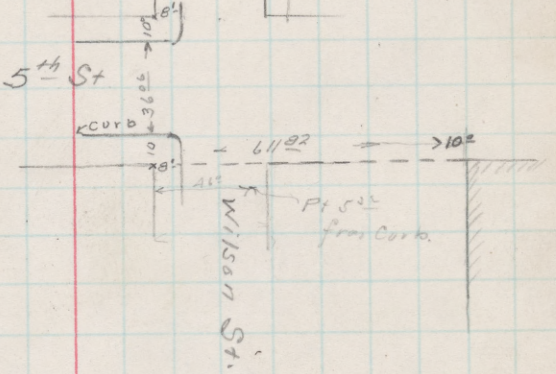


Santo Rosa

Mar-4-1913 (49)

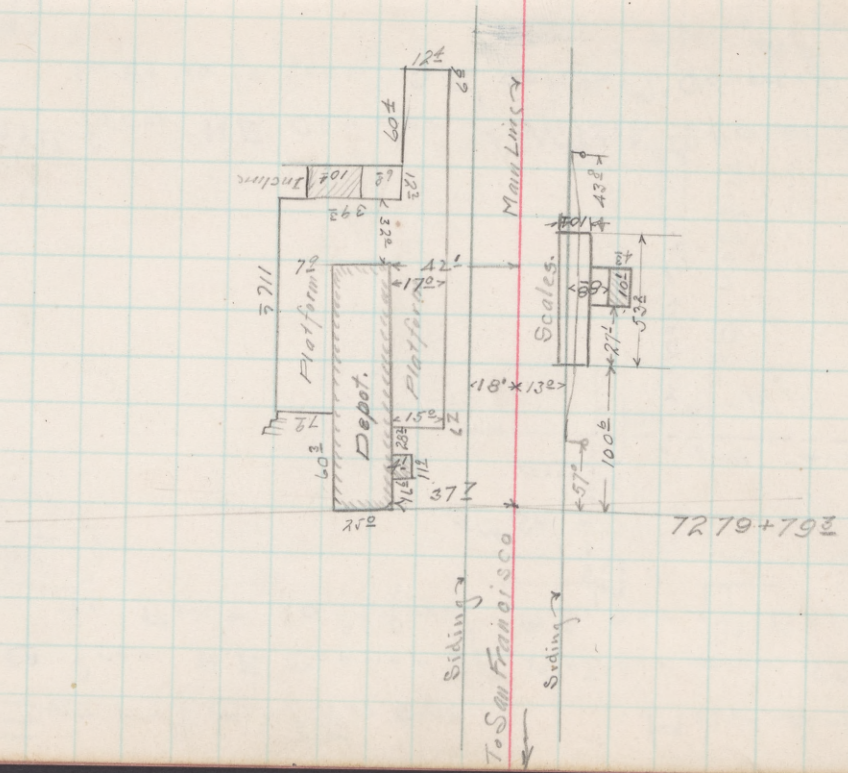
612.00 from N.E Corner of Wilson and 5th St
to Point 10 ft from S.E. cor of Brick Bld.

50
562±



597.17 from N.E. Corner of Wilson St and 3.±
to Pt 10 ft from S.E. cor. of Cannery. Bld.

597.17
50
547±

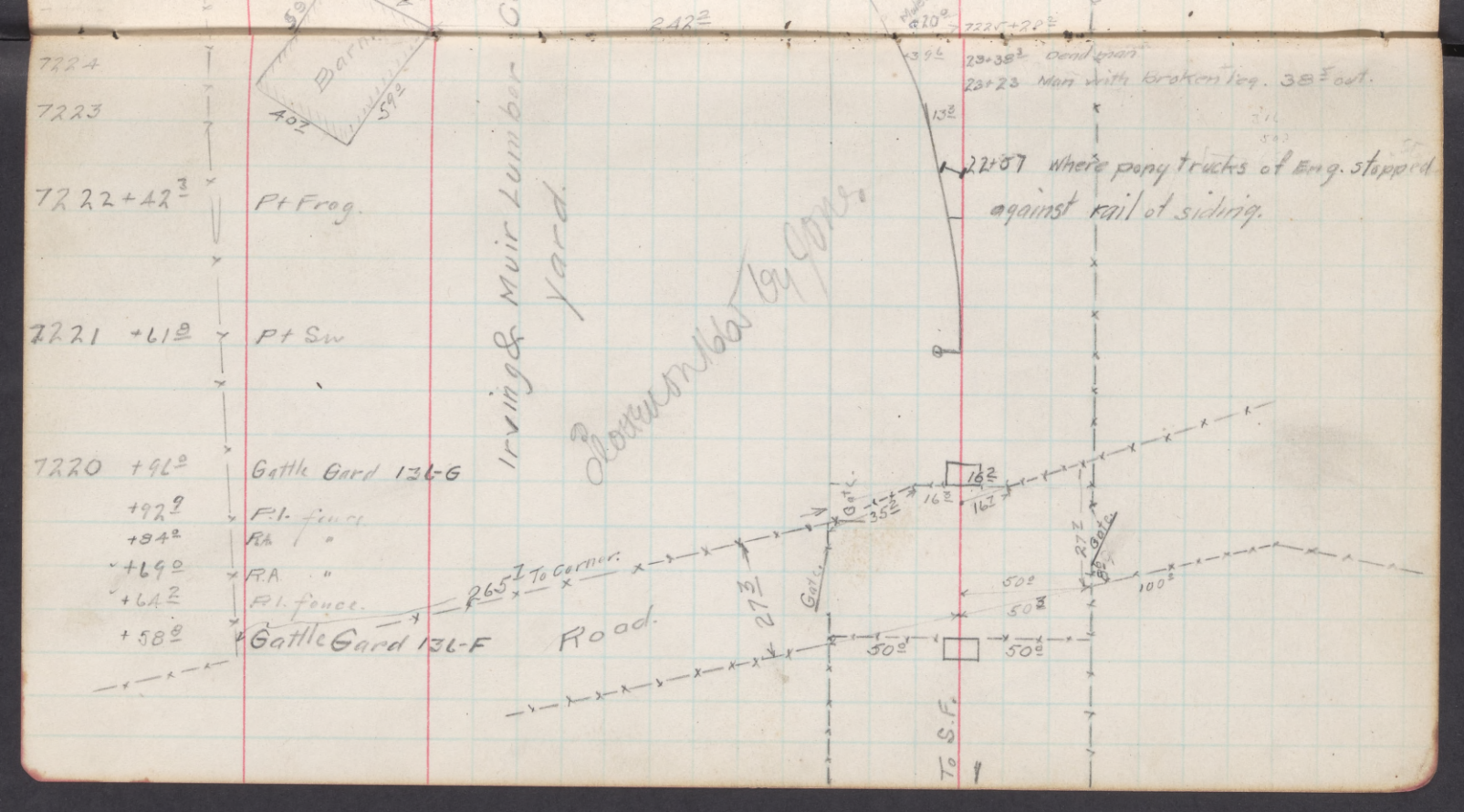

Main Line
Platform
Depot.
Platform
Scales.
Siding
Siding
To San Francisco
7279+79

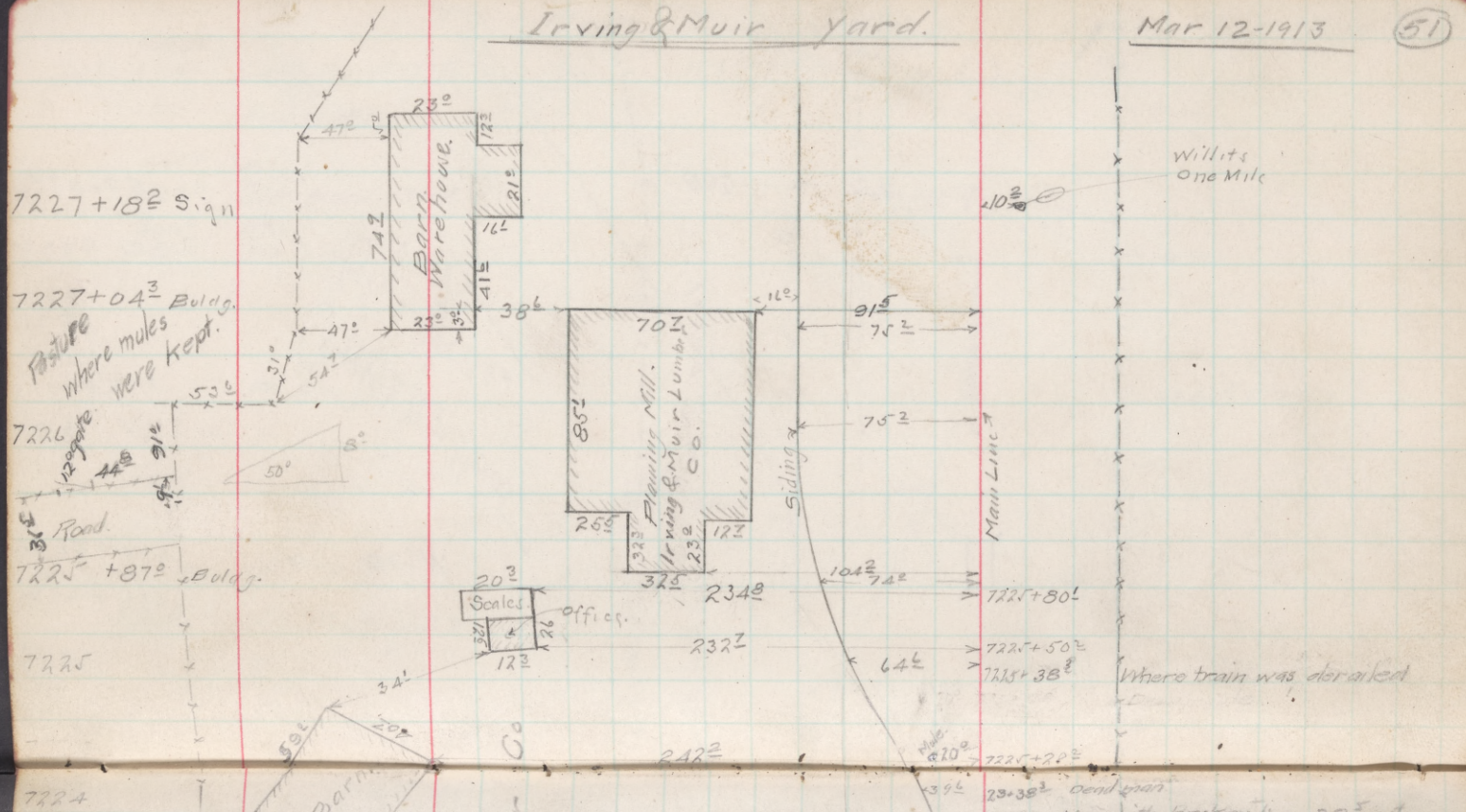
Willits Yard

Mar 11-1913.

(50)

See F. 14 p. 76
for new location
of peak data 8/10/14
BN


7224
7223
7222+42.3 Pt Frog.
7221 +61.8 Pt Sw
7220 +91.0 Cattle Gard 136-G
+92.9 R.I. fence.
+84.2 Rt. " "
+69.0 R.A. " "
+64.2 R.I. fence.
+58.0 Cattle Gard 136-F
Barn
40Z
59½
59½
Irving & Muir Lumber Co. yard.
Boom 166 by 60
2A2½
Road.
265 To Corner.
27.3
Gate
35.2
16.2
16.2
16.2
27.2
Gate
50.0
50.0
50.0
50.0
100.2
To S.F.
23+38.2 Dead man
23+23 Man with broken leg. 38.5 out.
22+87 Where pony trucks of Eng. stopped against rail of siding.
13.2
39.6
722.5+2.2


Irving & Muir yard.
Mar 12-1913
51
7227+18 Sign
7227+04 Bldg.
Pasture where mules were kept.
7226
Road.
7225+87 Bldg.
7225
7224
Barn Warehouse.
Planing Mill. Irving & Muir Lumber Co.
Siding
Main Line
Scales
Offices
Willits One Mile
Where train was derailed
7225+80
7225+50
7225+38
7225+22
23+38 Bent span
242
234
232
104
74
64
91
75
85
70
38
47
54
53
44
34
20
12
10
Co

7234

7233

7232+39

7232+24

Traffic 136-H.

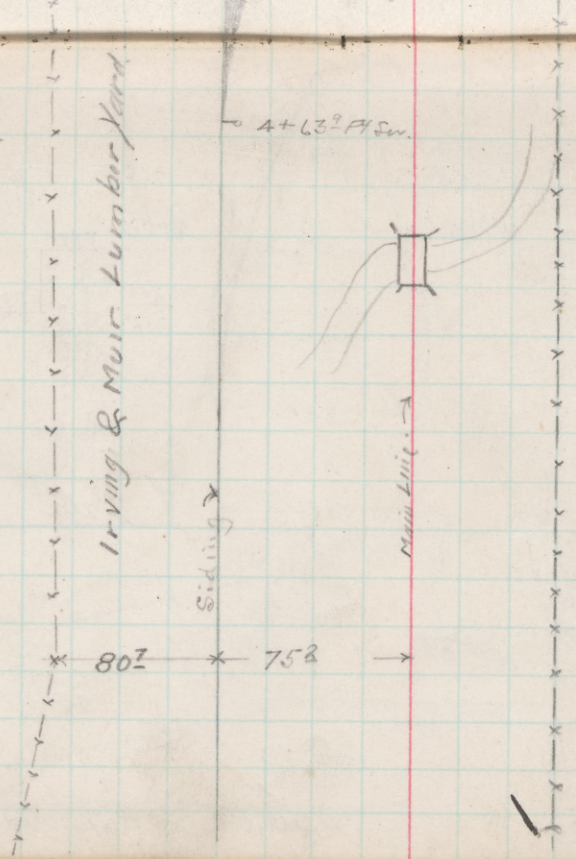
7231

Removed 1886 by Jones

7230

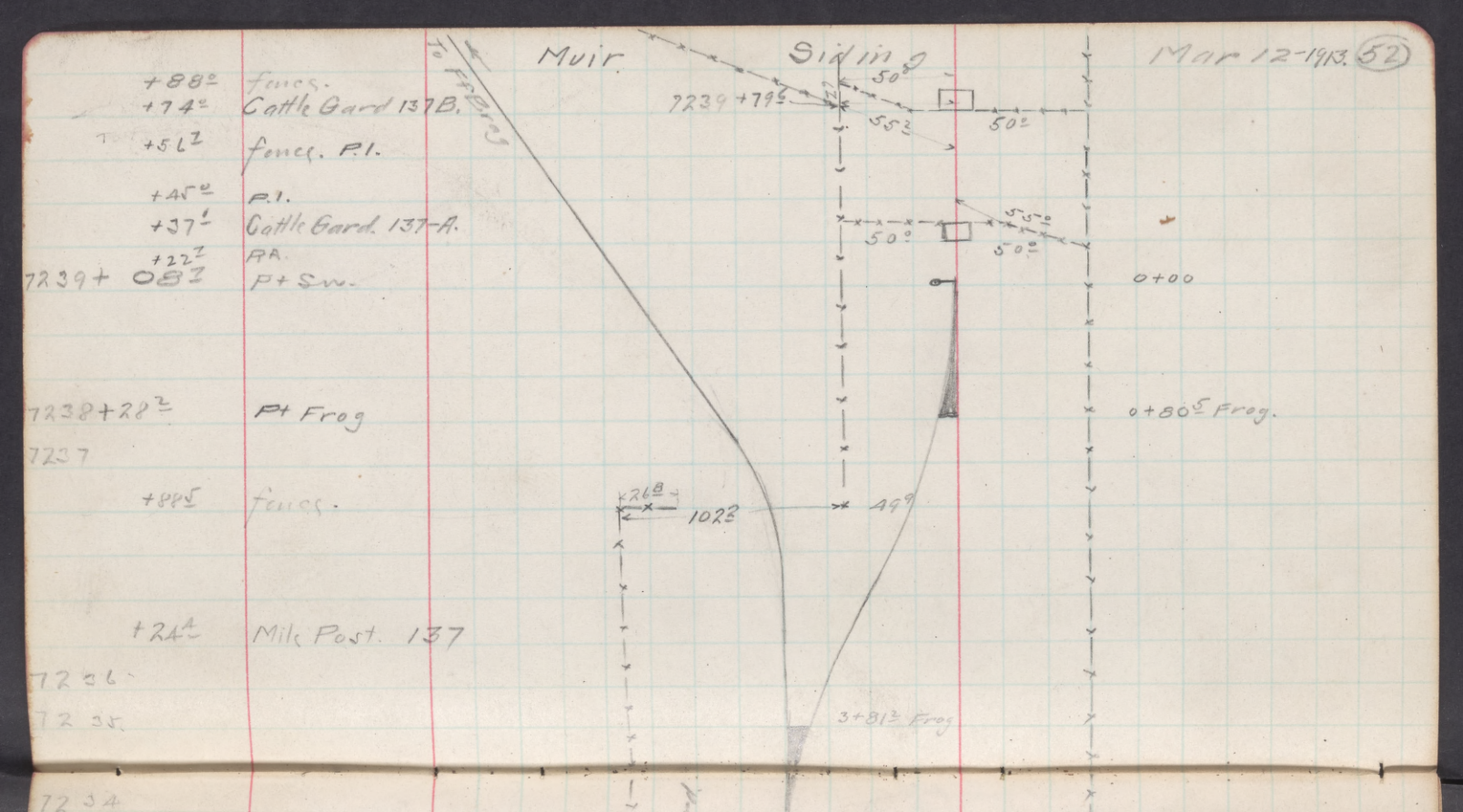
7229+08

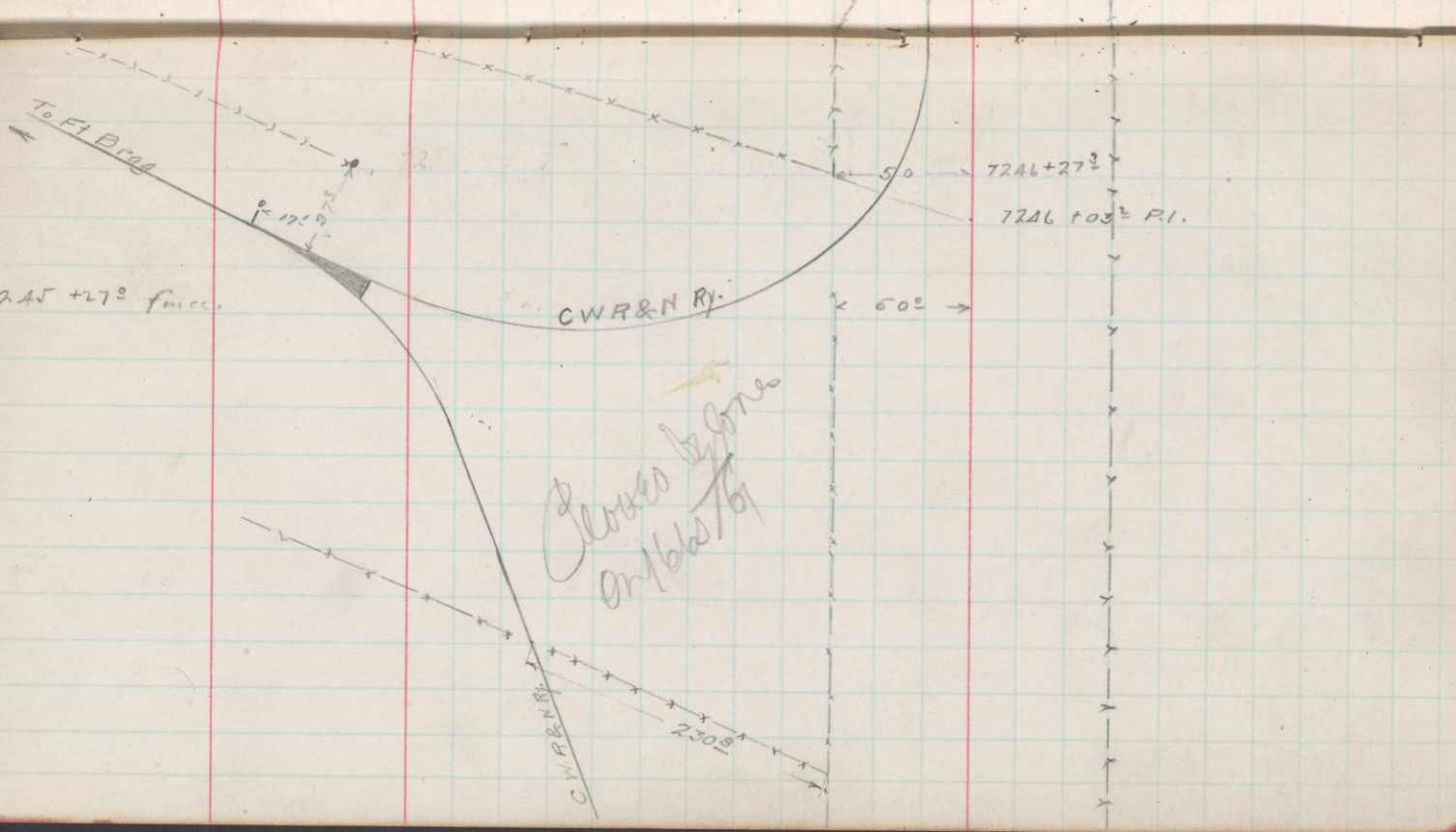
fence



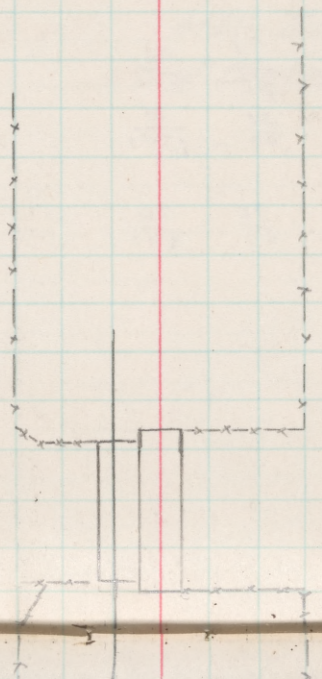
Mar 12-1913.

Muir Siding




To Ft Brag
17° 0'
7245 +27 fence
CWR&N Ry.
50
7246+27
7246 +03 P.I.
60°
Closed by Order
on 16/2/61
CWR&N Ry.
230

Muir Siding. Mar 12-1913 (53)



7247 + 78 + 80

Trestle -137-6

5+00			0 $\frac{6.75}{}$	$108\frac{8}{}$
T.P	$3\frac{75}{}$	$112\frac{6.45}{}$	$0\frac{55}{}$	$108\frac{8.85}{}$
5+75	$2\frac{6}{}$			$110\frac{0}{}$

2+00

3+00

4+00

5+00

5+75

$\frac{103}{00}$ $\frac{00}{26}$ $\frac{7\frac{7}{}}{35}$ $\frac{8\frac{5}{}}{75}$

$\frac{105\frac{1}{}}{00}$ $\frac{00}{18}$ $\frac{+10}{28}$ $\frac{+10}{70}$

$\frac{107}{00}$ $\frac{-1\frac{3}{}}{12}$ $\frac{+0\frac{2}{}}{25}$ $\frac{+3\frac{0}{}}{50}$ $\frac{+2^{0}}{59}$ $+\frac{5\frac{2}{}}{62}$

$\frac{108\frac{5}{}}{00}$ $\frac{-2\frac{6}{}}{12}$ $\frac{-3\frac{0}{}}{30}$ $\frac{-5\frac{0}{}}{130}$

$\frac{110}{00}$ $\frac{-2^{0}}{10^{0}}$ $\frac{-2\frac{6}{}}{50}$ $\frac{-5\frac{2}{}}{150}$

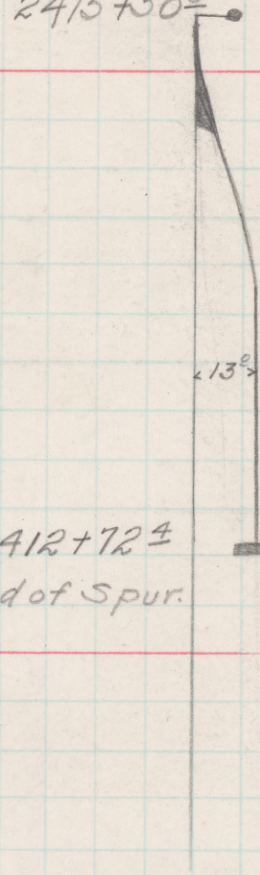
Fairfax Manor June 25, 13 (54)

Sta.	+	H	-	Elev
B.M.	9 435	109 435		
0+00			9 435	100
1+00			8 2	101 2
2+00			6 4	103 4
3+00			4 25	105 15
4+00			2 4	107 2
5+00			0 6.5	108 8

0+00 East Pl. Sw. Crossover at Fairfax Sta Ass at 100.0

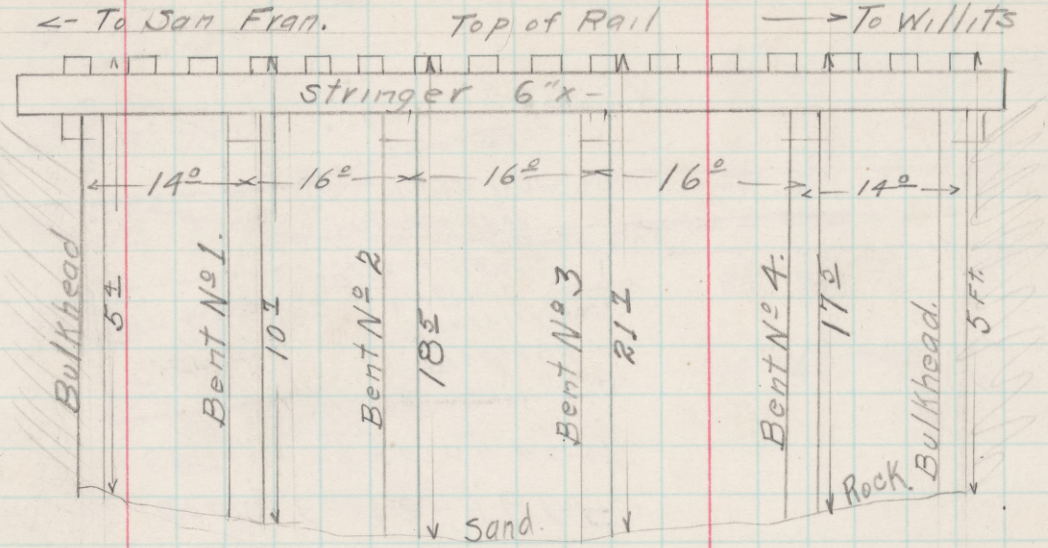
Yard

Book T-10 Pp. 52



FETTERS

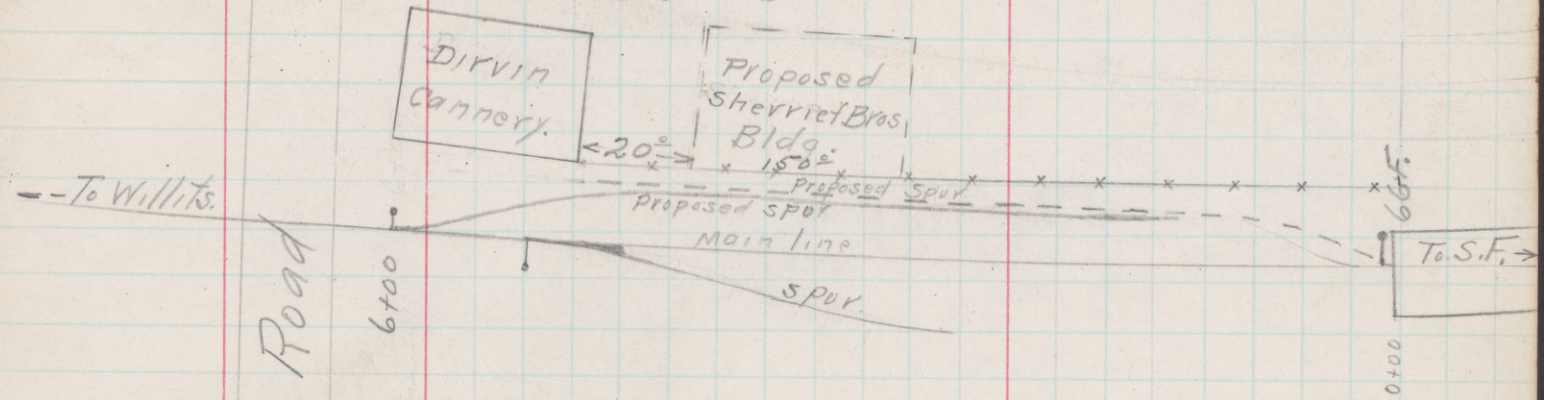
Trestle 95-D.
4 Bents.
16' openings.



2 + 50 00 8 = 17 30

HEALDSBURG.

0+00 = East end 66-F
stationing going east.



HEALDSBURG.

6+00	00/00	-1 2/7	-3 2/18	-2 2/29	
5+50	00/00	-1 3/6	-3 5/18	-2 8/30	
5+00	00/00	-1 2/7	-3 2/18	-3 2/25	-3 2/30
4+50	00/00	-1 3/7	-2 0/18	-3 8/23	-3 0/30
4+00	00/00	-1 4/8	-3 8/19	-4 4/24	-2 5/30
3+50	00/00	-1 5/8	-4 2/19	-4 8/25	-4 4/30
3+00	00/00	-1 3/8	-4 6/18	-4 1/30	
2+50	00/00	-1 4/8	4 6/17	-4 7/30	
2+00	00/00	-1 3/8	-5 2/17	-4 6/24	-4 0/30
1+50	00/00	-1 5/7	-5 0/16	-4 8/30	
1+00	00/00	-1 5/7	-5 4/16	-5 0/30	
0+50	00/00	-1 3/8	-5 4/16	-6 0/26	

3552+01 = Frog

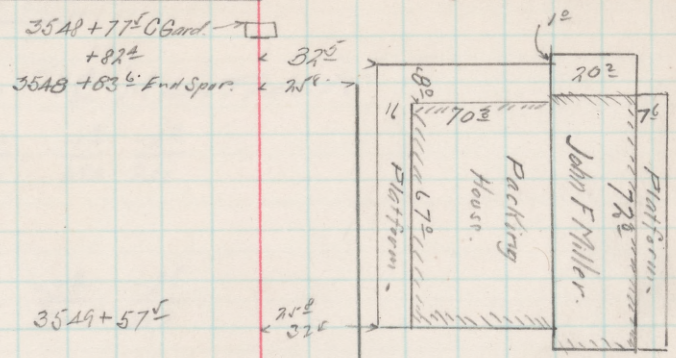
3552+81 = Sta. 13 ←

Finlayson-Olivet

FINLAYSON - OLIVETO

Sept - 3 - 1913. (57)

Nº 1523 - D.1.



Healdsburg. Yard

Cross Sections.

Sept. -1913 (58)

Lt of ℄ Main Track

East end Depot.	℄ 00/00	-0.2/50	-1.0/100	-1.9/150	-2.8/200	
3507+75	00/00	-0.4/50	-2.5/100	-3.4/150	-2.5/200	
3510	00/00	-0.2/50	-2.7/72	-3.2/100	-3.8/150	-5.2/200
3512+75	00/00	-0.5/36	-1.8/42	-1.3/63	-5.6/84	-5.9/100	-6.1/200
3515+25	00/00	00/15	-1.7/20	-2.8/56	-5.6/63	-5.2/100
3516+50	00/00	00/10	-4.2/38	-5.5/100		

Levels on "A' — C'"

519.971

Sta.	+	A	-	Elev.	Rod
BM.	$7^{1.75}$	$107^{1.75}$		100 Assumed	
0+79.75				$104^{.85}$	$2^{3.75}$
0+85 T.B.				$107^{.2}$	00
T.P.	$2^{.51}$	$98^{2.55}$	$11^{.43}$	$95^{7.45}$	
1+29.75				$90^{.8}$	$7^{.5}$
1+79.75				$89^{.1}$	$9^{.1}$
2+29.75				$85^{.8}$	$12^{.5}$
2+50 Toe Slope				$88^{.6}$	$9^{.7}$
T.P.	$11^{3.49}$	$108^{.824}$	$0^{.78}$	$97^{4.75}$	
T.P.	$10^{.51}$	$118^{3.21}$	$1^{.613}$	$107^{.811}$	
Top Slope.				$108^{.3}$	$10^{.0}$
Turnnel floor				$114^{55.9}$	$3^{7.62}$

$\uparrow$ = $533^{.63}$ = $\uparrow$

Hogans. Cut. Dec. 8, 1913. (59)

Peg Levels from Tunnel Floor to "C²"

	+	⊼	−	Elev.	
B.M	3.762	537.392		533.63	Tunnel floor
T.P.	1.961	527.737	11.616	525.776	
T.P.	0.64	517.037	11.34	516.397	
T.P.	1.285	507.301	11.021	506.016	
T.P.	3.845	499.151	11.995	495.306	
T.P.			11.896	487.255	= Elev. "C²" 111.75

Levels on "A" - "C"

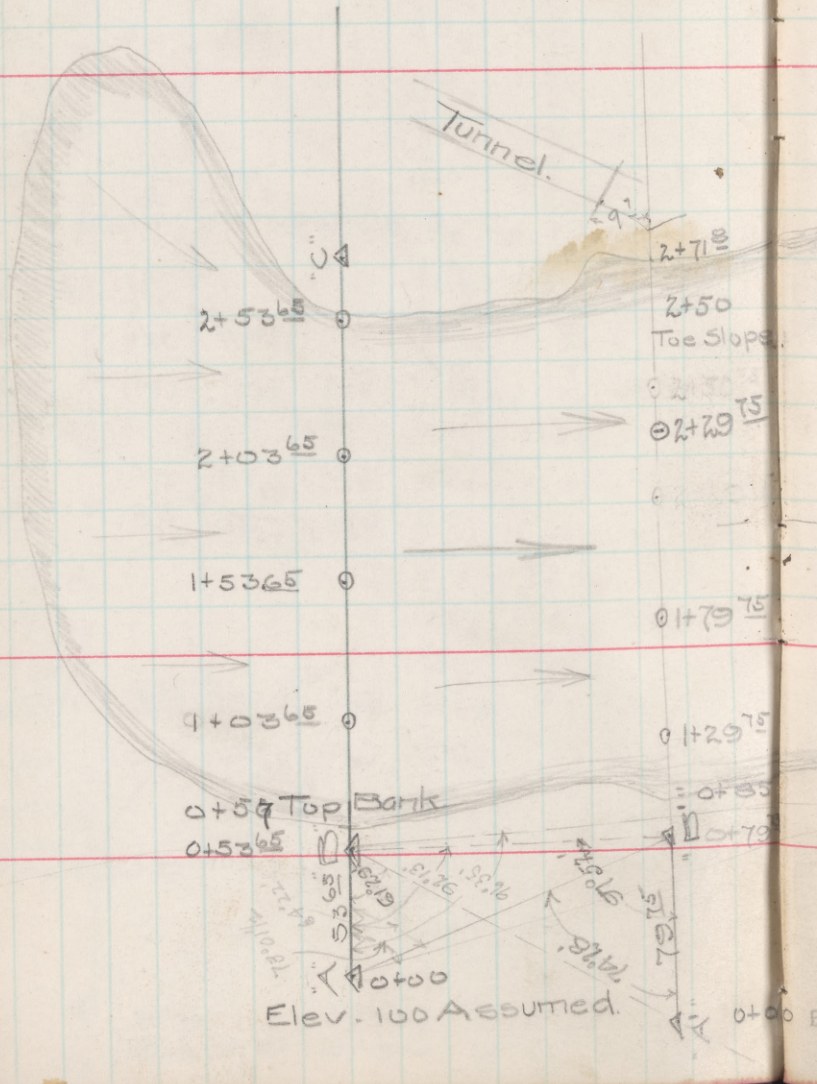
Sta.	+	✕	−	Elev.	Rd
0+00	11 455	111 455		100 475 505	
0+37 4				107 9	3 6
T.P.	2 32	101 75	12 025	99 430	
0+87 4				89 0	12 7
0+37 4				89 1	12 6
T.P.	8 2	107 2	6 75	95 00	
1+87 4				98 6	9 3
2+37 4				105 2	2 7
T.P.	7 669	113 150	2 419	105 481	
2+45 4				100 4	2 8
2+57 4				111 750	1 4
				487 255	

Hogan's Cut.

Progress Lines

Dec 8, 1913.

(A.E.B.) (R.P.D.) (W.J.A.)

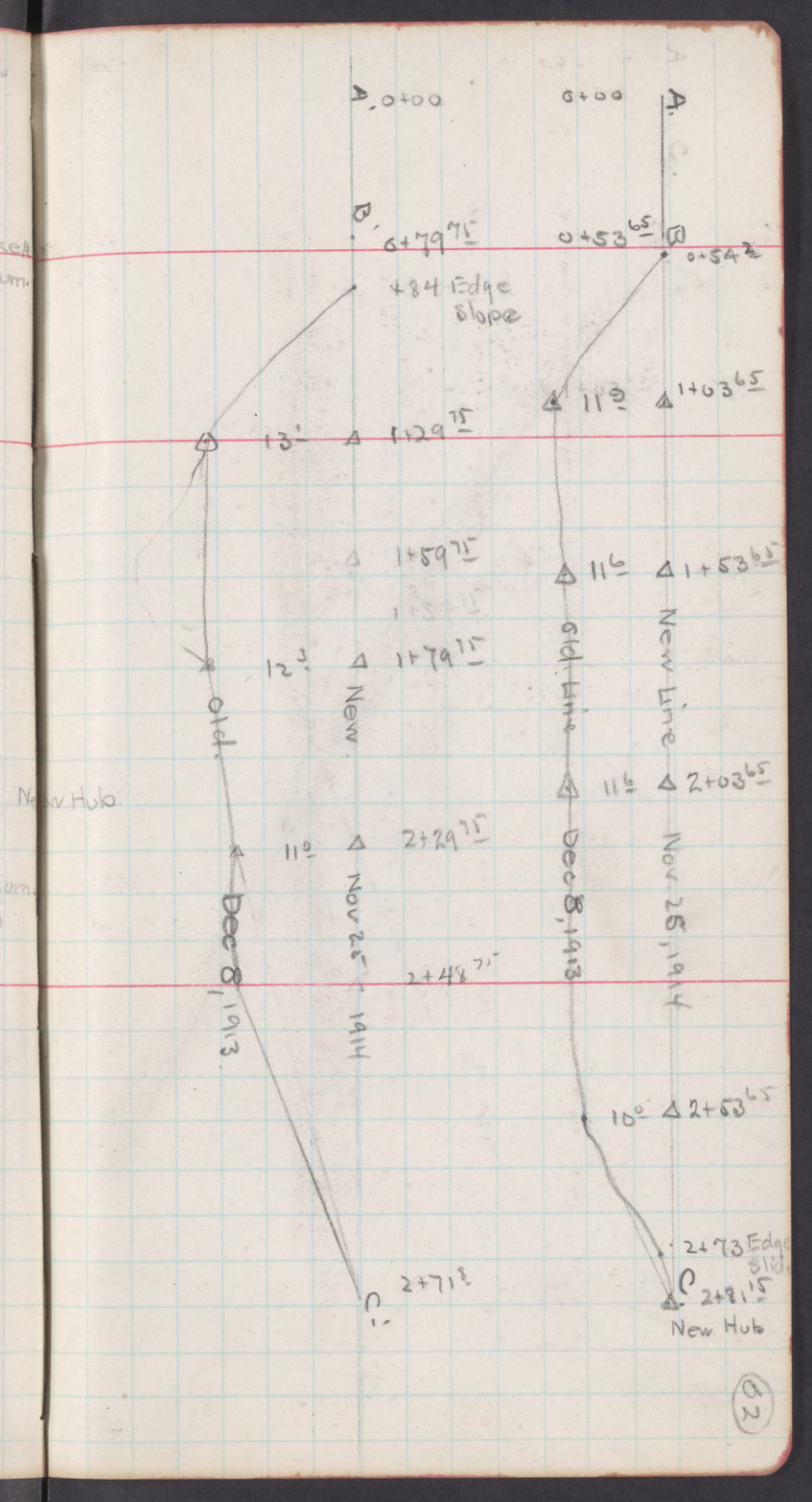

Tunnel.
2+71.8
2+50
Toe Slopes
2+29.75
2+53.65
2+03.65
1+53.65
1+79.75
1+03.65
1+29.75
0+57 Top Bank
0+53.65
0+00
Elev. 100 Assumed.

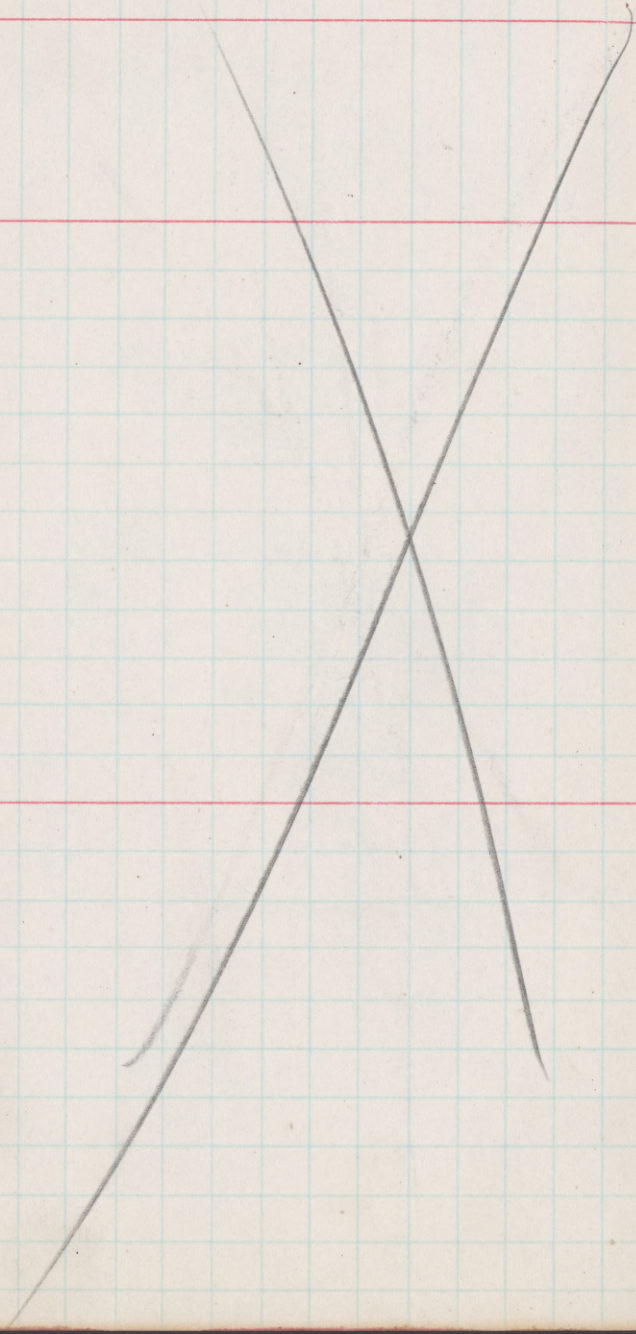
Levels over "A". B. C Line

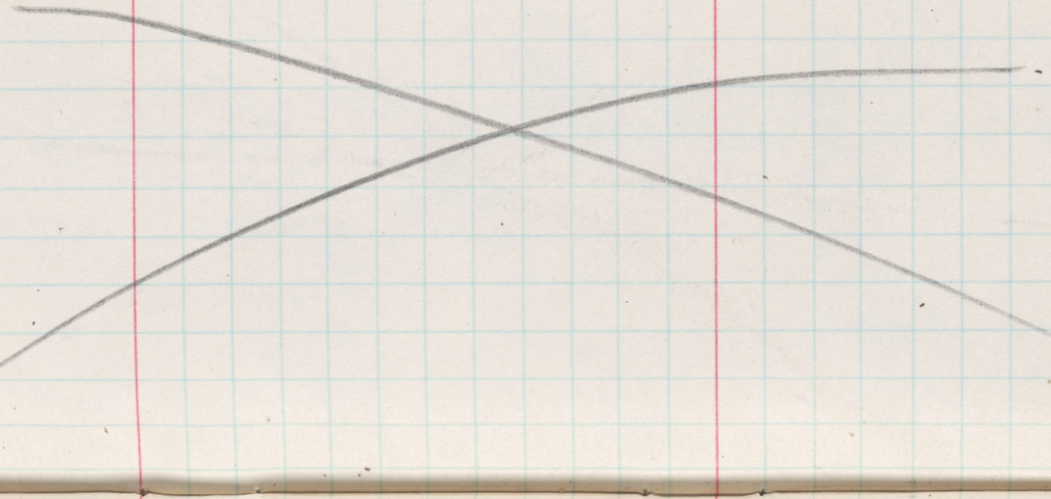
	+	=	−	Elev.	Rod	
B.M.	7^{02}	107^{02}		100		B.M. Stake A
$0+53^{65}$				105^{5}	1^{5}	100 Assum.
T.P.	0^{37}	96^{92}	10^{47}	96^{55}		
T.P.	0^{64}	85^{92}	11^{64}	85^{28}		
$1+03^{65}$				81^{7}	4^{2}	
$+53^{65}$				74^{8}	11^{6}	
$2+03^{65}$				81^{8}	4^{1}	
T.P.	10^{35}	94^{54}	1^{73}	84^{19}		
T.P.	10^{76}	104^{66}	0^{64}	93^{9}		
$2+53^{65}$				97^{4}	7^{3}	
T.P.	11^{49}	115^{32}	0^{73}	103^{83}		
T.P.	3^{25}	117^{62}	0^{95}	114^{37}		
$2+81^{15}$				116^{49}	1^{13}	$2+81^{15}$ New

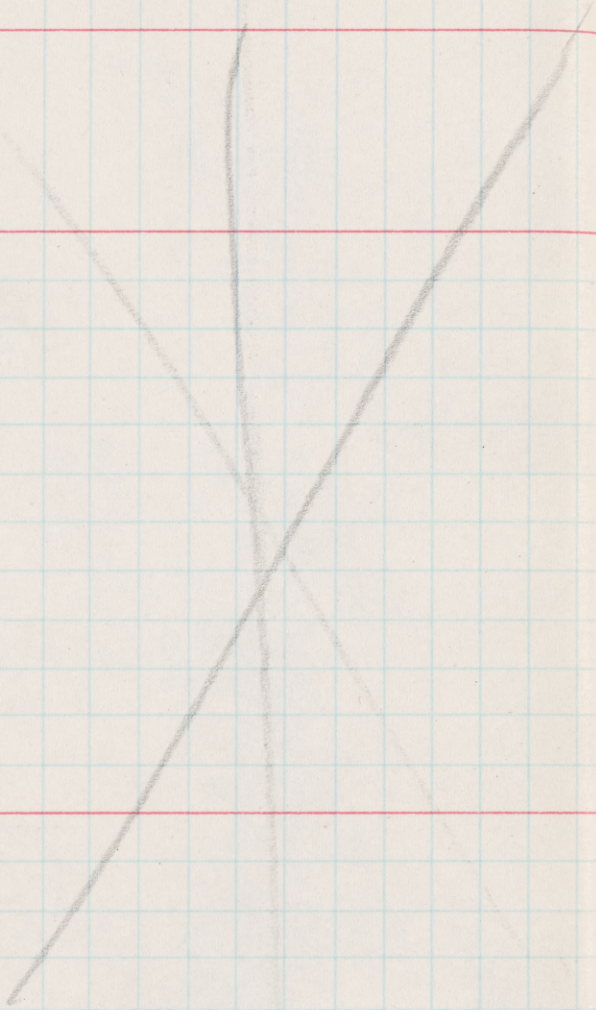
Levels over A① B① C①

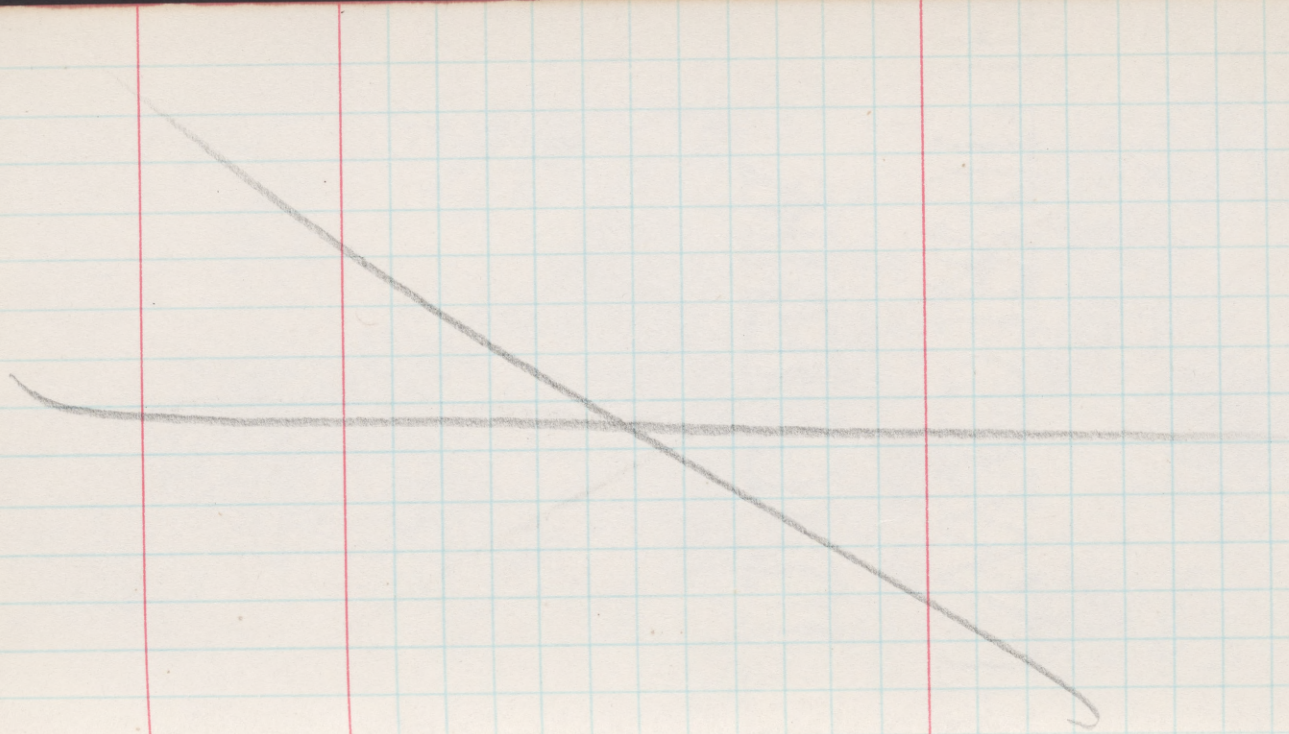
B.M.	6^{5}	106^{5}		100		100. Assum.
$0+79^{75}$				104^{6}	1^{9}	Stake A①
$+84$				105^{4}	1^{1}	
T.P.	0^{1}	95^{4}	11^{2}	95^{3}		
$1+29^{75}$				92^{5}	2^{9}	
$+89$				84^{7}	10^{7}	
$1+79^{75}$				89^{6}	5^{8}	
$2+29^{75}$				85^{55}	9^{55}	
$+48$				87^{8}	7^{1}	
Tunnel	11^{6}	106^{7}	6^{3}	95^{1}		
Floor	10^{3}	116^{5}	0^{5}	106^{2}		
			1^{9}	114^{6}		

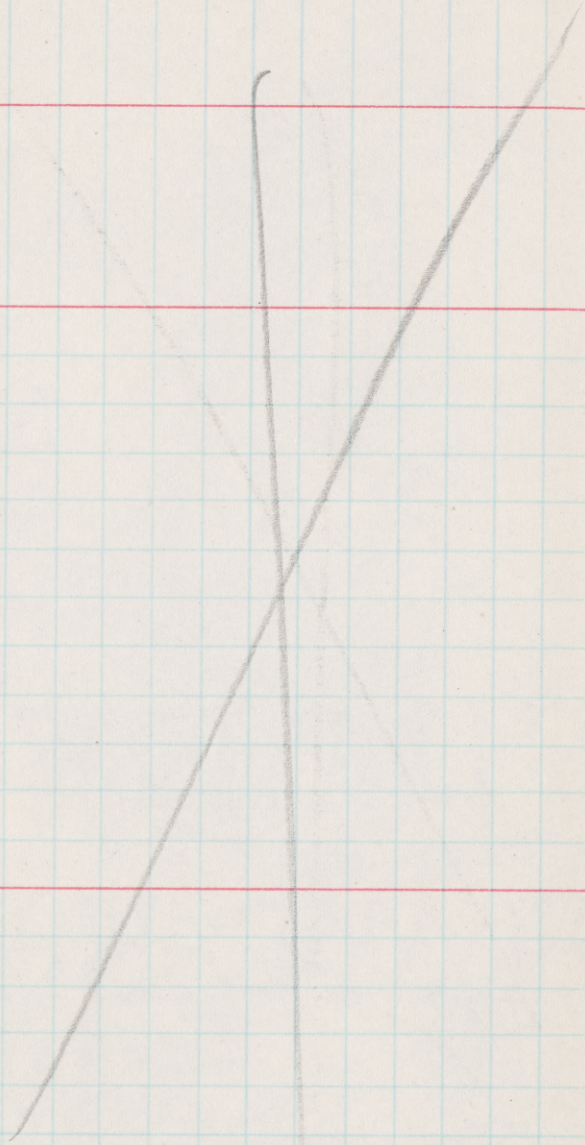

A 0+00
B 0+79.75
+84 Edge slope
13°
1+29.75
1+59.75
12.5°
1+79.75
Old
New
11°
2+29.75
Nov 25, 1914
Dec 8, 1913
2+48.75
2+71.8
C
New Hub
0+00
A
0+53.65
B
0+54.2
11°
1+03.65
11.5°
1+53.65
Old Line
New Line
11.5°
2+03.65
Dec 8, 1913
Nov 25, 1914
10°
2+53.65
2+73 Edge Std.
2+81.15
C
New Hub
(82)

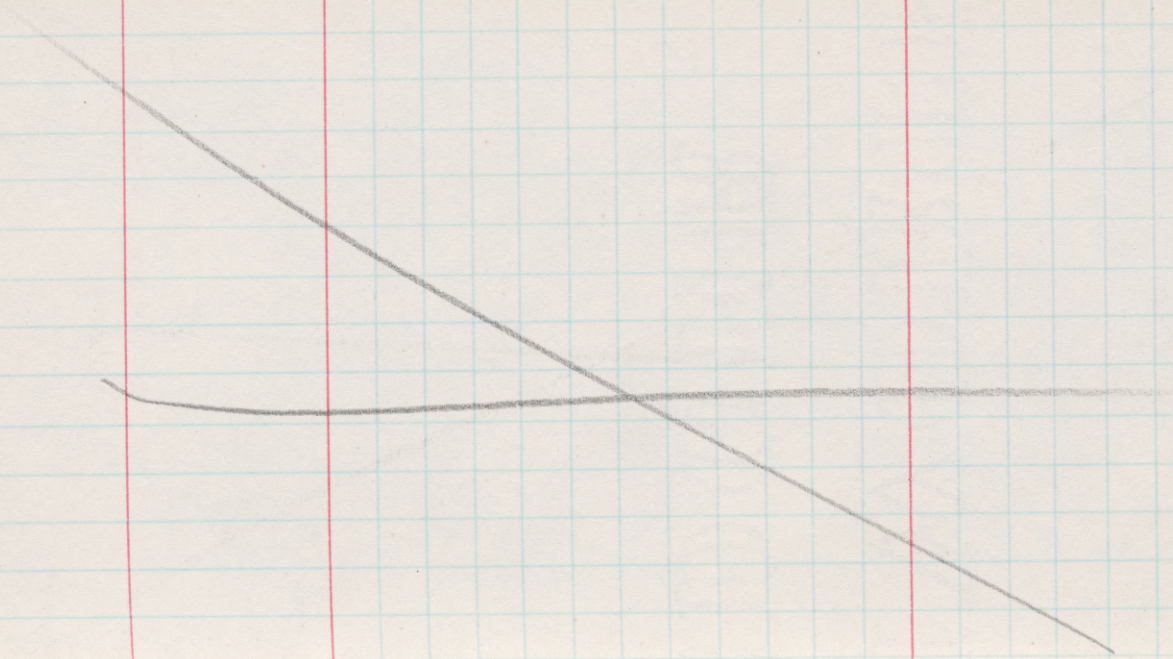


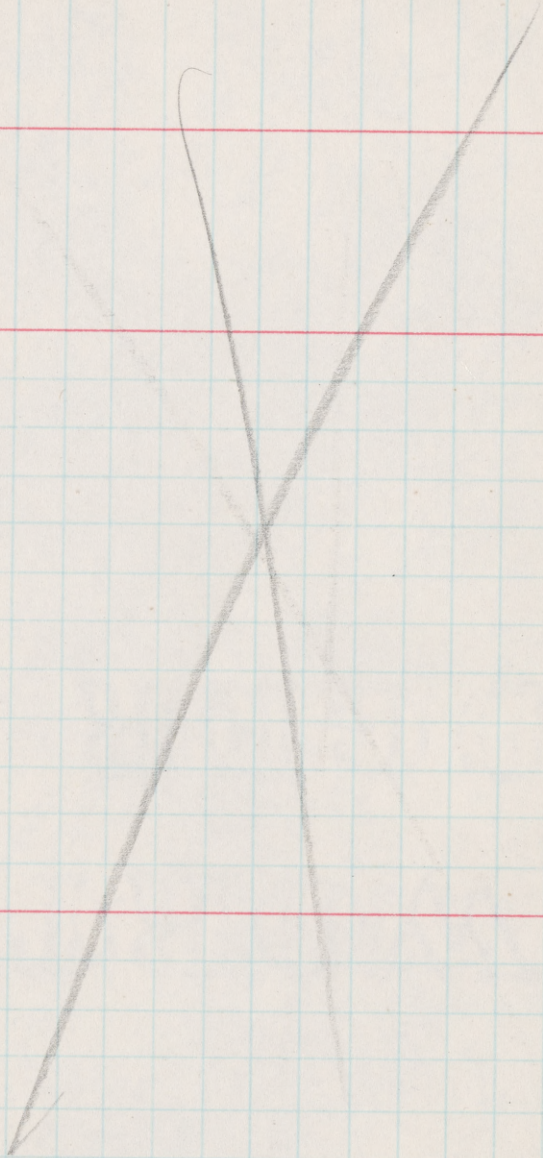


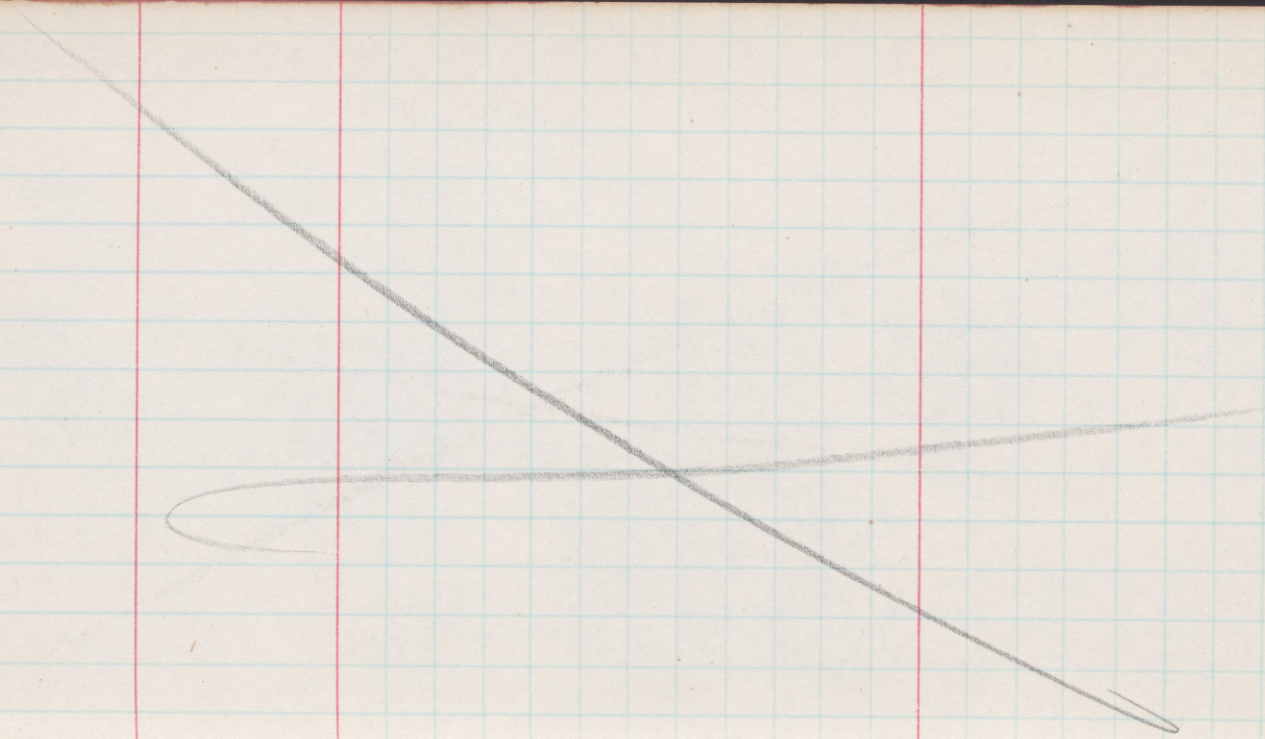


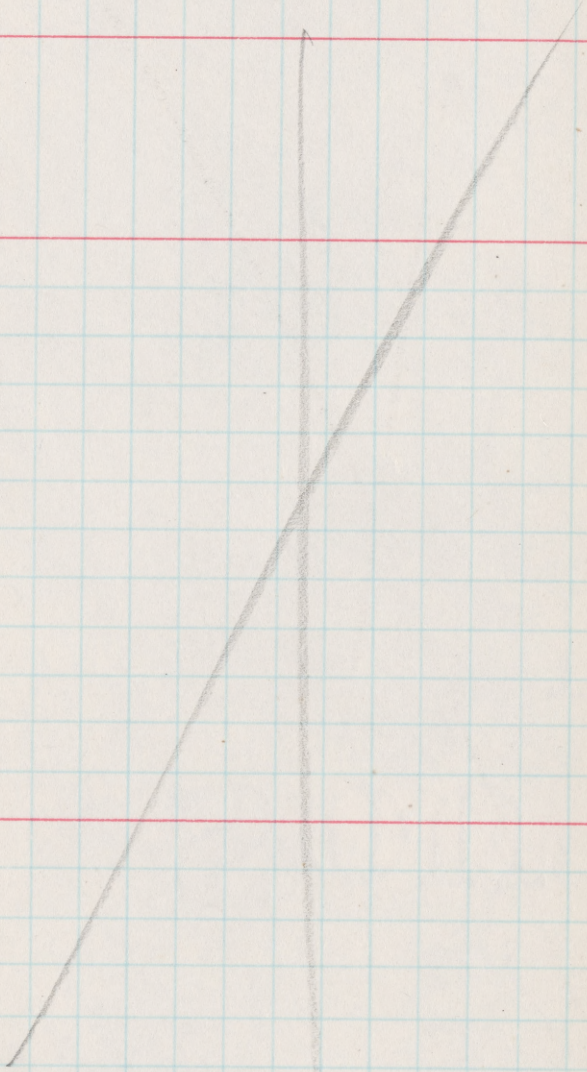


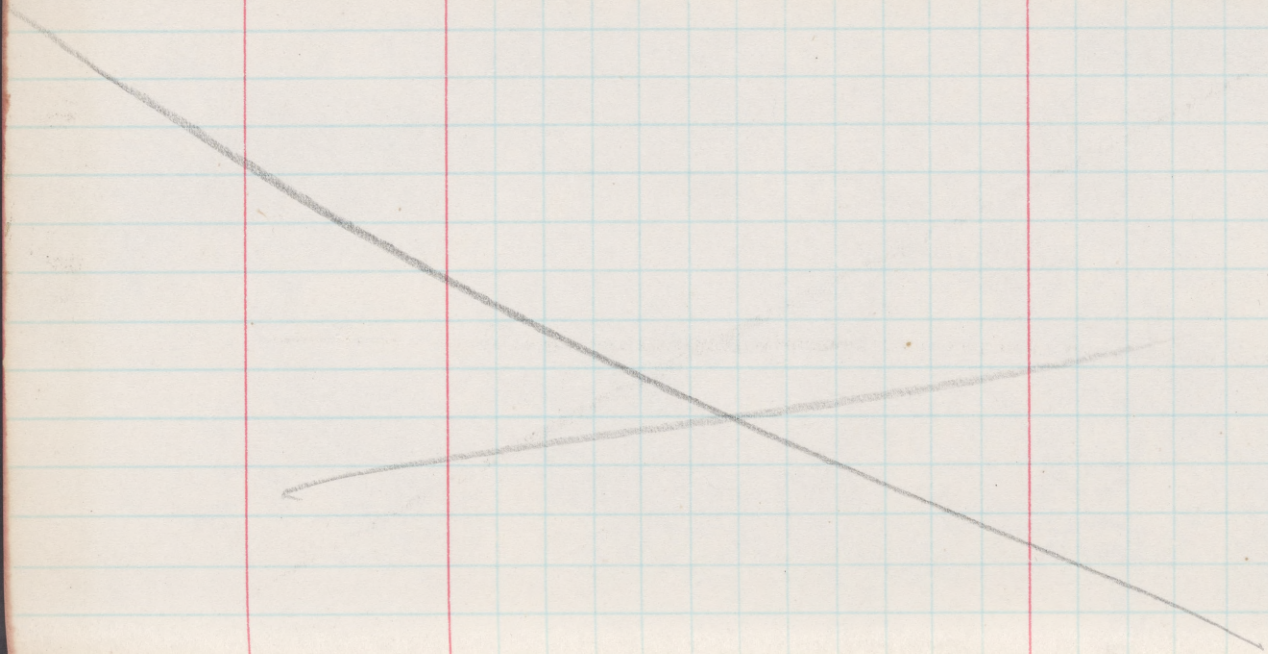


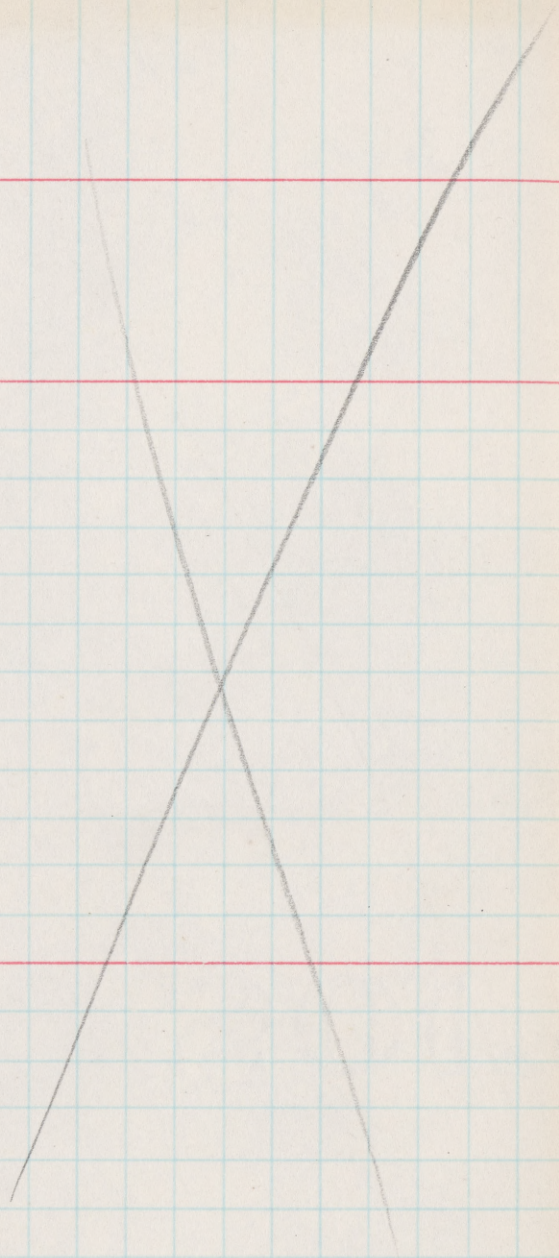


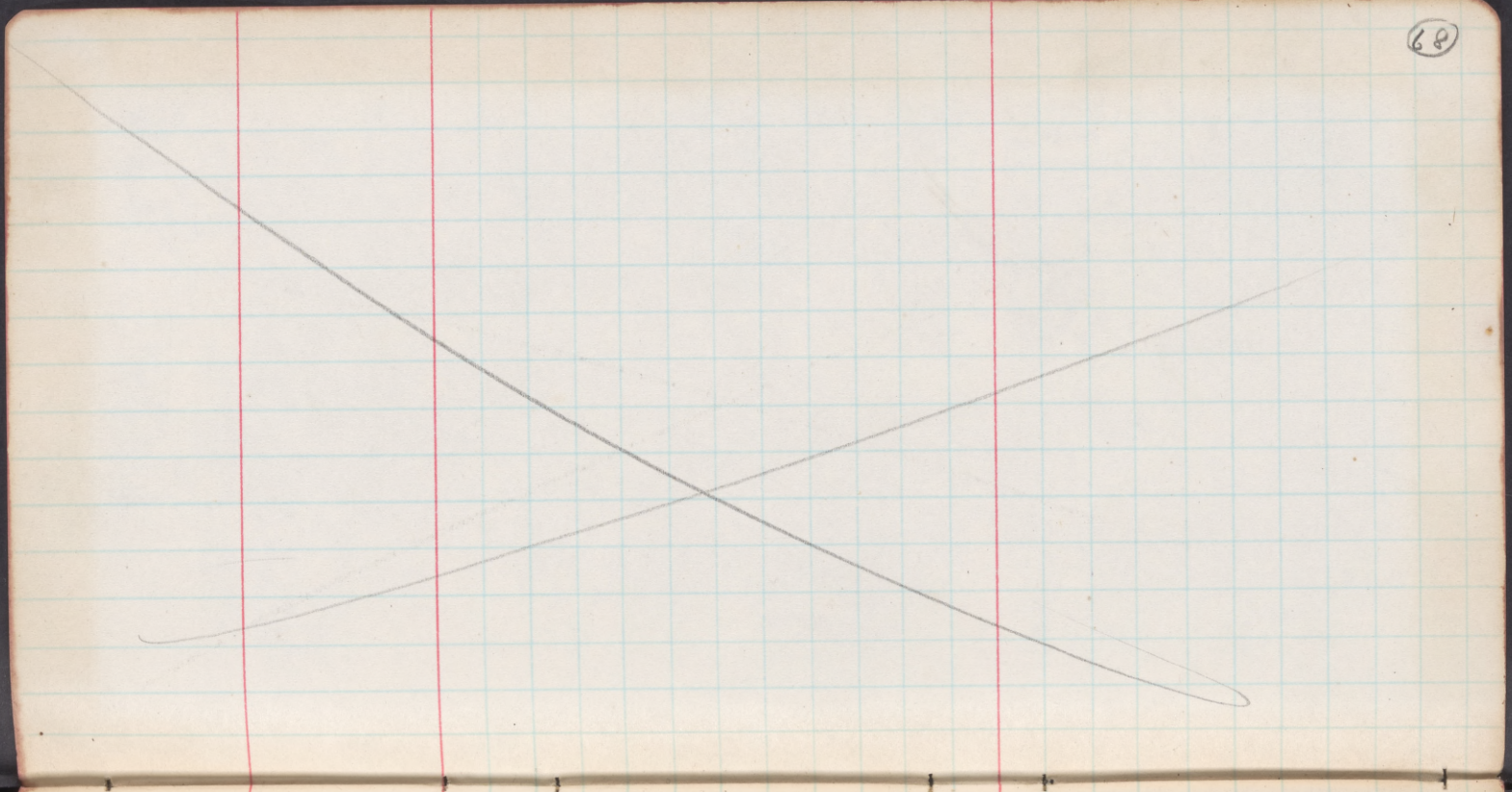


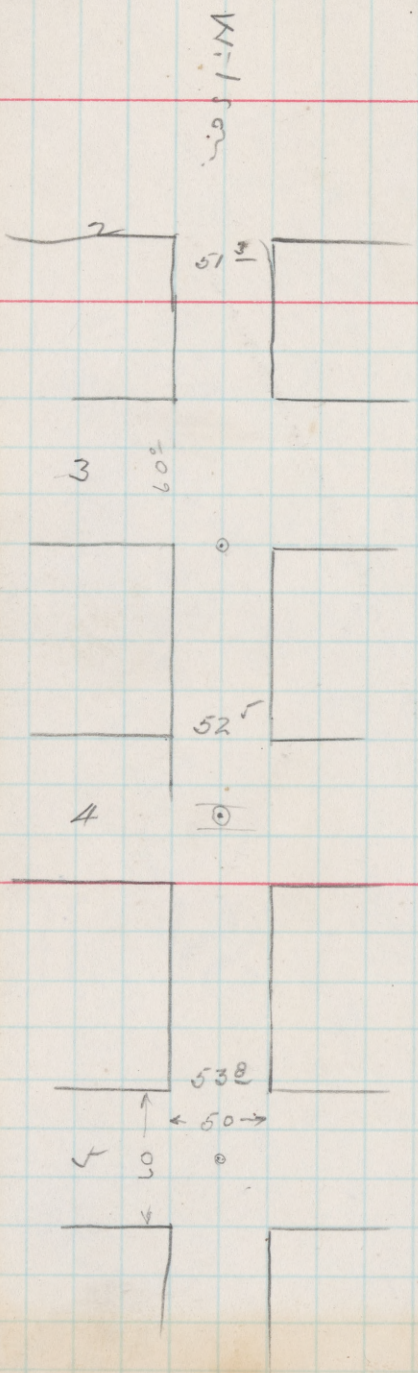








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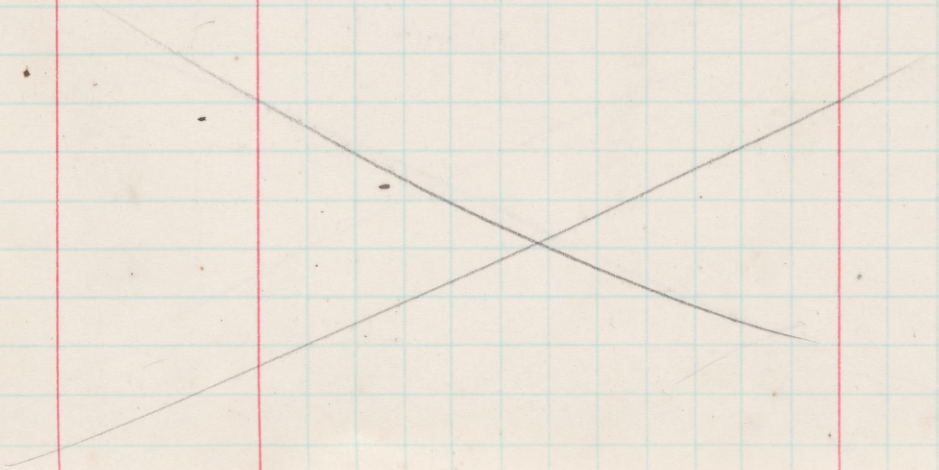

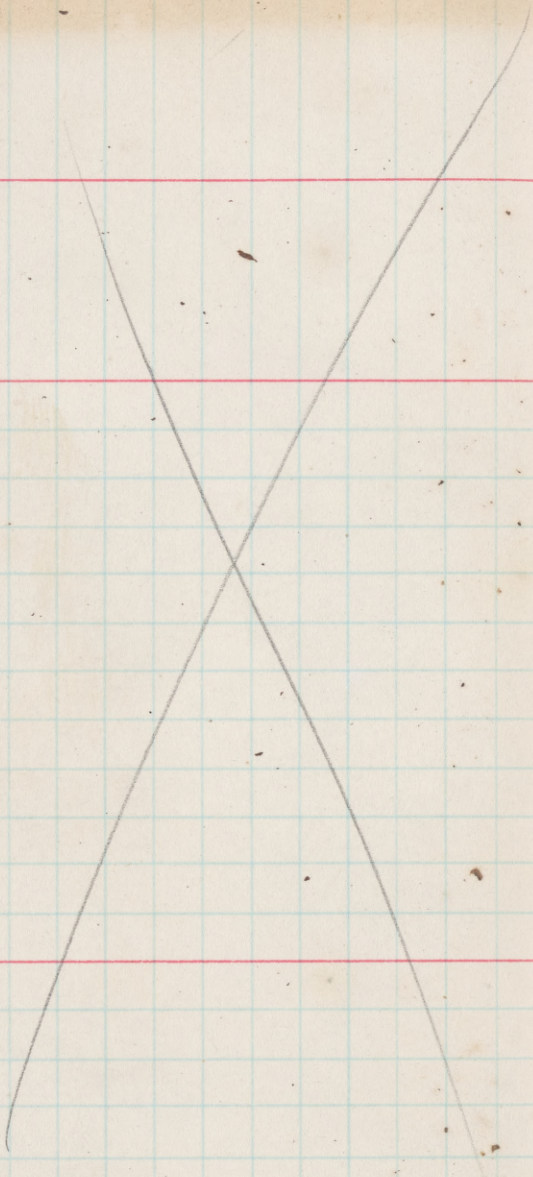

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